

AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 20.]

NEW YORK, MAY 14, 1881.

[WHOLE No 2,351, VOL. LIV.]

HON. LEVI P. MORTON.

An interesting sketch of Mr. Morton, and an attractive picture of his home life is given as follows by the Washington Republic:

"Mr. Morton is now nearly fifty-seven years old, and no man in Congress has had a busier life. Mr. Morton is a lineal descendant of George Morton, one of the Pilgrim fathers who came to these shores in the ship *Ann* in 1623. His father was a clergyman in New Hampshire, a frugal, careful, pious man, who saved souls and brought up a large family in the best style on a salary no larger than his son now pays his coachman or butler. Six hundred dollars a year fifty years ago in New Hampshire was more, dear reader, than you or I will ever get out of as many thousands; but on six hundred a year this hardy old clergyman brought up a family of six children and gave every one of them an academic or classical education. The subject of this sketch was named for his mother's brother, Levi Parsons, the first American missionary to Palestine. His early life was that of many an American boy who has, like him, achieved a name in the world. He had to look after himself, and even as a boy he set his standard before him and decided to be something more (or less) than a professional man. He decided that he would devote his life to business, and at twenty years of age he found himself in a New Hampshire country store. Here he remained five years, when he extended his field to Boston, where he was very prosperous. Then he went to New York, where he started in the banking business. Here he laid the foundation of the great firms of Morton, Bliss & Co., of New York, and Morton, Rose, & Co., of London, whose ramifications are world-wide.

Mr. Morton came to Congress as a diversion, but he has found that the office, if conscientiously administered, is full of hard work and responsibility. Personally, he is one of the most popular men in Congress on both sides of the chamber. He is tall and thin, with an immense head that falls forward from the shoulders like a full head of wheat. His forehead is high, his expression thoughtful. He

wears mustache and side whiskers, brown, like his hair, and slightly sprinkled with gray. He dresses in extreme good taste, and is beyond question a distinguished-looking man. He is the smoker of good cigars, the eater of good dinners, and the driver and rider of the best horses that money can buy. His wife's equipages are the handsomest at the Capital.

The house of Mr. Morton in this city has long been famed for its hospitality. It was occupied for some time by President Andrew Johnson after Mr. Lincoln's assassination, and for many years it was the property of Samuel Hooper, of Boston, while that gentleman was in Congress. His breakfasts and dinners were the talk of the town. After Mr. Hooper died the house was occupied by one of the Adams family of Massachusetts. It was purchased by Mr. Morton when he became a member of the House. It is a square, double house of brick, with stuccoed front and sides and outside blinds. Marble steps and a fine portico lead into an ample hall, on the right of which are as handsome parlors as the city affords. They are furnished with taste and richness, with pretty ornaments and works of art from every quarter of the globe. On the left of the hall is the private work-room and library of Mr. Morton—leather chairs, copying presses, books on finance, records of debates, and tables and desks filled with papers, and cases filled with books, and clerks and secretaries hard at work, much like the office of any high public officer with independent means. Back of this is the spacious dining-room, under whose carved table have reposed the boots of Presidents, princes, foreign Ministers, statesmen, poets, jurists, artists, authors and politicians, and the delicate slippers of most of the famous ladies in the land. On the floor above is a most important room—the nursery, with four of the prettiest little girls, blonde hair, rosy cheeks and sparkling eyes, that ever shamed a bachelor. People turn to look at them in the street, they are so conspicuously beautiful. They are from two to seven years of age. Mr. Morton has no sons.

"Fair Lawn," the villa of the Mortons at Newport, is one of the most beautiful on Belle-

vue-ave. In style it is strictly Tudor, the same so frequent in those choice localities among the lakes and mountain districts of England. The variety of its sky-lines, obtained by a careful composition of clustered chimneys, gabled roofs and pointed finials, is in harmony with the landscape around it, while broad verandahs, bay windows and greenhouses serve to assist its irregularity of outline on the ground and to relieve the monotony of formal and unsympathizing walls. The lawn is one of the loveliest in the world, and the grounds are well laid out. From the upper windows of the villa is a beautiful view of the ocean. "Fair Lawn" is admirably arranged for entertaining a large company.

Mr. Morton is an admirable French scholar, and takes with him to his new office every qualification to make his mission a most successful and popular one. He also takes with him, for himself and family, the best wishes of the people of Washington."

THE IRON CENTER OF THE UNITED STATES.

In speaking of the iron center of our country and the production of iron and steel last year the Iron Age says: "This center is the point at which equilibrium would be reached were the country taken as a plane surface, itself without weight, but capable of sustaining weight, and loaded with its production of iron and steel, each ton exerting pressure on the pivotal point directly proportioned to its distance therefrom.

"The center of production of iron and steel in the United States in the census year 1880, was found to be at 40° 43' north latitude and 79° 20' longitude west from Greenwich. This point is in the State of Pennsylvania, on the boundary line between Armstrong and Indiana counties, 12 miles northeast of Apollo, 12 miles west of the town of Indiana, and about 40 miles northeast of Pittsburgh, Laufman & Co.'s rolling mill at Apollo being the nearest iron works. At the center of production thus ascertained iron has never been manufactured in any form. It is interesting to note, however, as showing the changes that have taken

place in ironmaking localities, that some years since considerable iron was made in Armstrong county in the neighborhood of Kittanning. The county now has three rolling mills.

"It will be noted for the locality named that Pittsburgh was very near the center of the iron manufacture of the United States in the census year. It is more than probable that the improvements in progress in the West and at Pittsburg will move this center the present year very near the Smoky City. As it is, Allegheny county produced more tons of iron, &c., in the census year, than any State in the Union, with the exception of Pennsylvania and Ohio, and was less than 100,000 tons behind the latter. It produced a little less than 13 per cent of all the iron made in the country, and a little less than 24 per cent of the iron made in Pennsylvania.

"At no place in the country has there been so much activity in increasing the capacity of iron works since the census year closed as at Pittsburgh. Several rolling mills largely increased their puddling capacity. The Isabella and Lucy furnaces have added fire-brick stoves to their plant, one of the Edgar Thomson large furnaces has blown in, and the construction of two new furnaces has been begun. In Bessemer, the works of the Pittsburgh Bessemer Steel Company, Limited, have started, and a new plant has been begun by the Pittsburgh Steel Casting Company, while the Edgar Thomson Steel Company are adding a 15 ton converter."

Gigantic Locomotives.

The Philadelphia Times says that ten giants for the Pennsylvania Railroad Company will be built at Altoona this summer, and then adds:

They will be much larger and more powerful than ordinary passenger engines, and are to be built for the particular purpose of making up time on portions of the road where there are long stops. On the fast run between New York and Philadelphia, for instance, the time allowed is so short that when there are unusual stops letting off and getting on passengers the ordinary engine cannot make it up. Hence a monster locomotive, known on the road as "No. 10," has been built as an experiment and tried on different trains to see what can be done. The result has been satisfactory, but there are many improvements that suggest themselves which will be carried out in the construction of the other heavy engines that are to follow. In the slarg of the railroad yard, No. 10 is known as "Long-legged loco." This comes from the big driving wheels she rides upon, which stand six feet and six inches above the rails, or higher than a tall man with a silk hat on. She has two pairs of drivers forged for her by Herr Krupp, the famous cannon maker. In this is supposed to have been solved the highest aim that can be sought in a locomotive—to pull the heaviest trains over all grades against stiff winds and with the least possible liability toward hot boxes or low steam on the quickest schedule time. Her engineer says "she goes like a bird and rides like a rocking-chair." Ever since it has been running this engine has been making a mile in fifty-seven seconds on up grade, with a long train in tow, without getting heated. She makes more than a mile a minute and "keeps cool." Of course there is a great consumption of fuel. In 180 miles 12,000 pounds of coal are used up. The water-tank contains 8,000 gallons—400 more than is usually carried. Everything else is on a

proportionately large scale. Only the delay in getting boilers sufficiently large has prevented the completion of two others of nearly the same pattern.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.		
	1880.	1881.
Manufactures of wool...	\$1,277,476	\$717,670
" cotton ..	2,018,185	1,554,770
" silk	2,233,993	1,813,708
" flax	1,176,786	1,101,426
Miscellaneous dry goods.	864,100	765,669

Total \$7,560,530 \$5,958,241

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool...	\$316,070	\$598,435
" cotton ..	189,862	345,819
" silk	359,263	451,008
" flax	267,100	362,717
Miscellaneous dry goods.	192,362	262,831

Total \$1,323,657 \$2,015,310
Add entered for consump. 7,560,530 5,953,241

Thrown upon market... \$8,884,187 \$7,968,551

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	\$748,662	\$504,146
" cotton ..	806,618	254,121
" silk	563,109	391,122
" flax	659,131	301,705
Miscellaneous dry goods	238,236	302,627

Total \$2,515,756 \$1,753,731
Add entered for consump. 7,560,530 5,953,241

Total entered at the port... \$10,076,286 \$7,706,972

The Imports of foreign dry goods at New York for four months from January 1, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	\$7,698,577	\$6,140,775
" cotton ..	10,055,009	9,184,665
" silk	11,606,400	9,444,719
" flax	6,725,490	4,582,381
Miscellaneous dry goods	3,775,671	3,455,362

Total \$39,860,147 \$32,757,902

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool...	\$2,161,266	\$3,005,550
" cotton ..	1,300,437	2,328,245
" silk	1,824,766	2,153,004
" flax	1,628,769	2,321,045
Miscellaneous dry goods.	845,519	1,050,558

Total withdrawn from warehouse \$7,760,767 \$10,858,402
Add entered for consump. 39,860,147 32,757,902

Total thrown on the market \$47,620,904 \$43,616,304

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	\$2,405,776	\$2,503,256
" cotton ..	1,217,204	1,831,028
" silk	1,810,945	1,873,101
" flax	2,490,500	1,718,291
Miscellaneous dry goods	936,520	1,220,518

Total entered warehouse \$8,860,945 \$9,141,889
Add entered for consump 39,860,147 32,757,902

Total entered at port... \$48,721,092 \$41,899,791

A large bed of kaolin of the best quality has been discovered on the Richmond and Danville Railroad, near Bon Air, Va. Already the fire

brick manufacturers in Philadelphia have ordered three vessel loads of two hundred tons each of the newly discovered kaolin.

Iron and Steel Rails.

The Secretary of the American Iron and Steel Association has succeeded in obtaining from the manufacturers complete returns of the production of iron and steel rails in the United States for the year 1880. This, according to his report, far surpassed the production of any previous year. It reached the enormous quantity of 1,461,837 net tons, or 1,305,212 gross tons, which is 81 per cent more than the production of 1879, in which year 1,113,273 net tons, or 993,993 gross tons, of iron and steel rails were made. The rail product of 1880 was composed of 954,460 net tons of Bessemer steel rails, 493,762 tons of iron rails, and 13,615 tons of open hearth steel rails. The total production of Bessemer steel rails was 270,496 net tons or 40 per cent more than that of 1879; the production of iron rails was 73,602 tons, or 18 per cent more; and the production of open-hearth steel rails was 4,466 tons, or 49 per cent more. The Bessemer steel rail production includes 36,868 net tons of rails rolled by iron rolling mills, mainly from imported blooms. The production of steel rails in 1880 is included in the total production for the year, and amounted to 16,894 net tons, of which 8,055 tons were Bessemer and open hearth steel rails, and the remainder iron rails. Of the total production of rails in 1880, Pennsylvania contributed 46 per cent, or 670,198 tons; Illinois, 22 per cent, or 322,883 tons; Ohio, 9 per cent, or 133,487 tons; New York, 7 per cent, or 109,921 tons; Indiana, 3 per cent, or 41,523 tons; Missouri, Wisconsin and Kansas, each 2 per cent; Vermont and Tennessee each 1 per cent, and the others less than 1 per cent.

Wilmington and Northern Railroad.

From the report of the directors of this company for the year ending December 31, 1880, we learn that the gross earnings were \$231,627 46, and the expenses (including \$3,662 66 for taxes) \$202,301 10—leaving the receipts over expenses \$29,326 36; from which deduct interest on Branch bond, \$1,827 27, and redemption of Branch bonds, \$1,400, leaving a net surplus of \$26,098 59. In 1879 the gross earnings were \$154,204 82, the expenses, taxes, etc., \$148,280 25, and the net surplus \$5,924 57, showing an increase in gross earnings of \$77,422 64, in expenses, etc., of \$57,148 62, and in net surplus of \$31,050 03.

During the year the French Creek branch has been completed, at a cost of \$44,352 01, and the Rockland branch at a cost of \$20,820 47. The latter branch extends from DuPont station to the Jessup & Moore Company's Rockland mills.

The report recommends the early replacing of the present iron rails by steel rails and a number of minor improvements to the road bed.

The Supreme Court of Ohio has decided that the laws passed by the Legislature of that State, during its recent session, to authorize a certain township to build railroads and lease and operate the same, are in conflict with Section 6 of Article 8 of the State Constitution, and are therefore void.

AMERICAN Railroad Journal

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

No. 23 LIBERTY STREET, NEW YORK.

JOHN H. SCHULTZ - - - President.

Subscription, per annum, in advance.....\$5 00
Foreign Subscription, including postage..... 6 00

BRANCH OFFICE:
48 Congress St., Boston, Mass.

Mr. FREDERIC ALGAR, Nos. 11 and 12
Clements Lane, Lombard Street, London, E. C., Eng-
land, is the authorized European Agent for the
JOURNAL.

PRINCIPAL CONTENTS.

The Iron Center of the United States.....	513
Gigantic Locomotive.....	514
Imports of Dry Goods.....	514
Iron and Steel Rails.....	514
Wilmington and Northern Railroad.....	514
Organization.....	516
Personal.....	517
Manufacturing and Business Notes.....	517
The Right to Redeem Cut-off—A Statute Re- pealed by Implication.....	518
Railroad Law.....	518
Manufacturing Enterprises in the South.....	519
Railroad Extension in the South.....	519
The Coal Trade.....	532
Railroad Earnings.....	532
Cincinnati Southern Railroad.....	532
Delaware River Railroad.....	535
Pittsburg, West Virginia and Charleston Railroad.....	535
Grand Trunk Railway.....	535

New York, Saturday, May 14, 1881.

Entered at the Post Office at New York, N. Y., as Second-
Class Mail Matter.

THE recent modifications of tolls on the Wel-
land and St. Lawrence Canals and the reduc-
tion of harbor dues at Montreal are among the
important measures that Canada is adopting
for securing a larger share of Western traffic.

THE Senate Judiciary Committee this week
decided to report favorably, the Morgan con-
current resolution declaring that the consent of
the United States Government is a necessary
condition to the construction of a ship canal
across the Isthmus of Panama.

AMERICAN machinery has been placed on a
tariff footing with English machinery in France,
according to a dispatch from Paris announcing
that American machinery, which has hereto-
fore paid from eighteen to thirty-six francs
duty will in the future pay six francs, the
same as English machinery.

SUPERINTENDENT DUTCHER believes that he
will be able to move boats on the middle divi-
sion of the Erie Canal before May 17, the day
announced for the opening of that portion of
the canal. More than two hundred boats
bound for the West, on Monday last, were

awaiting the opening of canal navigation at
Troy. Water was let into the canal early in
the week.

THE fastest "long distance" time for a loco-
motive was placed on record last week by the
celebrated Fontaine engine, a description of
which we recently gave. The locomotive with
two cars containing officers of the Michigan
Central Railroad, is credited with having made
the trip over the Canada Southern Railway
from Amherstburg to Victoria, a distance of
229 miles, in 211 minutes including five stops
amounting to 16 minutes.

CONCERNING Texas and its popularity with
Italian emigrants a recent number of The Pie-
colo, one of the leading papers of Naples, says:
"The railroad interests of the United States
are at this time tending toward Texas, a State
larger than France with an extensive coast on
the Gulf of Mexico, where the climate is not
different from that of Naples. The cotton,
grain and fruit crops are extraordinary, mar-
vellous, and the shipping from the port of
Galveston is taking wider proportions every
month. In Texas are raised the best cattle
of the United States; and the Italian emi-
grants are delighted with that beautiful coun-
try. Mr. O. H. Harding, of the AMERICAN
RAILROAD JOURNAL, of New York, is at pres-
ent in Naples studying our economical situa-
tion for the purpose of presenting an accurate
account of the same in the paper with which
he is connected."

A number of railroad companies forming an
important part of the great Southwestern rail-
road system have adopted a practical and what
promises to be to immigrants, as well as to
others, a beneficial plan for promoting immi-
gration to the Southwest, especially to Texas,
Arkansas and Western Louisiana. The South-
western Immigration Co. has been organized
under the general laws of Texas and with the
encouragement of prominent railroad and State
officials of that and neighboring States for the
purpose of giving to the settlers authentic in-
formation concerning the different sections of
the southwestern territory. The headquar-
ters are at Austin, Texas, and its officers are:
Wm. W. Lang, President (late Master Texas
State Grange); B. G. Duval, Secretary; Jas.
H. Raymond, Treasurer and the following ex-
ecutive committee H. M. Hoxie, George Noble,
A. A. Talmadge and A. N. Soper. An eastern
office has just been opened in this city, under
the direction of J. N. Victor, Eastern Man-
ager, at 243 Broadway. Commodious rooms
have been arranged here which will be used as
a bureau of information, where it is proposed
to furnish the most complete information pos-
sible concerning all portions of the Southwest,
the company disclaiming any intention of work-
ing in other than the broadest ways for the
development of that section of our country;

relying upon a general rather than sectional
development for ultimate returns, which will
come through the growth and utilization of
manufacturing, commercial and agricultural
resources. One of the features of the office in
this city will be an exhibition of the mineral
and agricultural products of the Southwest.

A HEALTHY feature which the financial mar-
ket is exhibiting after a slight touch of spring
fever, experienced earlier in the season, is seen
in the increasing popularity of first-class rail-
road securities. The demand for railroad
bonds of the substantial investment class has
been much greater since the opening of May
than at any time for several months past. The
great railroad systems of the country partici-
pate fully in the prevailing prosperity and
foreign as well as home investors look upon
this investment field with a confidence strong-
er than ever before. This confidence seems
well warranted when some of the leading rail-
roads are reporting such a remarkable increase
in earnings for the early months of the year
over the corresponding months of the unusu-
ally active year of 1880; and this while the
severity of the weather much of the time
has seriously impeded transportation. An
illustration of the increasing volume of trans-
continental traffic is given in the reported
earnings of the Central Pacific Railroad for the
first four months of the year, showing an in-
crease of over a million and a half dollars as
compared with the corresponding months of
last year, the increase for the month of April
over April of last year being more than half a
million.

Summer Travel.

While the cabins of the great ocean steam-
ers are crowded with Americans seeking sum-
mer pleasures and alleged rest on the other
side of the water, the railroads here are pro-
viding unusually pleasant accommodations for
carrying the vast number who will seek a
summering in the unnumbered and widely va-
rying attractive resorts of our own country.
Not only are railroad managers offering to their
patrons the best that can be devised for their
comfort and safety in the luxurious cars that
are coming out of the crowded shops for their
summer work, but their thoughtfulness ex-
tends to beautifying the pathway of the tour-
ists and catering to their aesthetic tastes. A
simple though a significant illustration of this
is seen in the recent purchase in this city by
the Pennsylvania Railroad Company of 50,000
plants of various kinds, the purpose being to
have beds of flowers at every station along
the route. So in many ways of greater and
minor importance the railroad managers are
aiming to make everything inside and outside
the cars as attractive as possible to their pat-
rons. They are also doing much to benefit the
localities through which their lines pass as
well as to assist the public generally in select-

ing summer resting places, by making better known the attractions offered in the various parts of the country. Plans for excursions and the chartering of cars have been so well and economically systematized that the idea of excursion parties across the continent will be more popular this summer than ever before.

But to the many in the Metropolis who are looking forward eagerly in this midsummer weather of May to the days when their families shall be located by the sea shore or among the hills at easily accessible distances from the city, the near by attractions are of most direct interest, and information concerning them is most acceptable. The New England resorts are exceedingly popular with New Yorkers, and are becoming more and more so yearly as their attractions are becoming better appreciated, especially is this true of those designated by the breezy title of "Berkshire Hills." Improved railroad facilities have made them easily accessible to New Yorkers, conspicuously such facilities as are now being furnished by the Housatonic Railroad, which sends through cars direct from New York in six hours to Pittsfield, Mass., the very heart of Berkshire. And by the way, referring again to the means employed for placing information concerning summer resorts before the public, a model publication of the kind and one which illustrates what the railroads are doing in this worthily enterprising direction is a pocket volume which Mr. Clark W. Bryan, a well known Massachusetts journalist and publisher, of Great Barrington, has prepared for the Housatonic Railroad Company, entitled "The Hills and Homes of Berkshire." It contains illustrated descriptions of the numerous attractions and advantages of the Housatonic Valley and Berkshire County; its beauty recalls the flowers of the valleys and its spirit the breezes from the hills of "Dear Old Berkshire."

Organization.

The officers of the American Cable Company, elected on the 6th inst., are: Dennis Doren, President; A. H. Calof, Secretary; G. P. Morosini, Treasurer.

At the annual meeting of the Pittsburgh, Oakland and East Liberty Railroad Company on the 4th inst. Mr. D. W. C. Bidwell was re-elected President and Treasurer and Harvey N. Rowe Secretary.

At a meeting of the stockholders of the Seaboard and Roanoke Railroad Company held at Portsmouth, Va., on the 3d inst. all the old officers and directors were re-elected.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Youngstown and Salineville Railroad Company; capital stock \$500,000.

The stockholders of the Pittsburgh Southern met in Pittsburgh on the 2d inst., and elected at President James H. Hopkins, and as Directors J. W. Kuntz, J. Wright, J. W. Rowland, F. B. Laughlin, John L. George and J. P. Beal.

The Baltimore Steam Packet Company have re-elected the following directors: John M. Robinson,

Enoch Pratt, S. M. Shoemaker, Charles F. Mayer, of Baltimore; Mancure Robinson, Nalbro Frazier Elihu Chancey and William L. Savage, Philadelphia, who re-elected Col. John M. Robinson president.

The officers of the West End, Angora and Park Passenger Railway Company, elected on the 2d inst., are: President, William Wharton, Jr.; Directors, William Rotch Wister, John Samuel, Louis J. Ladner, William C. Hannis, Alfred Horner, Jr., and Howard A. Stevenson.

The directors of the Wilmington and Northern Railroad Company, elected on the 2d inst., are: George Brooke, A. L. Foster, Richard E. Ely, Charles Huston, Charles Wheeler, John S. Gerhard. The officers are: President, Henry A. Dupont; Secretary and Treasurer, P. J. Ermold; General Superintendent, J. H. Thompson.

The Philadelphia and Darby Railroad Company has been reorganized with the following officers: President, Charles S. Borie; Directors, M. Hall Stanton, W. W. Colket, C. W. Walton, Richard L. Ashhurst, Thomas L. Lawson and George S. Fox. The capital stock has been fixed at \$200,000, consisting of 4000 shares at a par value of \$50.

At a meeting of the Delaware River Railroad Company at Woodbury, N. J., on the 2d inst., all the retiring directors were re-elected, with the exception that William Du Pont of Wilmington, Del., was substituted for Mr. Richardson of Philadelphia. The new board organized by electing William S. Conner president; Dr. Samuel T. Miller secretary, and Edward H. Green superintendent.

The directors of the Pittsburg, Virginia and Charleston Railroad Company, elected on the 3d inst., are: J. N. DuBarry, Geo. B. Roberts, Edmund Smith, Wister Morris, John P. Green, Strickland Kneass, D. A. Stewart, Chas. E. Speer, W. J. Howard, Geo. V. Lawrence, John Scott, Thomas L. Daly and Joseph Walton. President, J. N. DuBarry; Secretary and Treasurer, D. P. Corwin.

The stockholders of the Wilmington and Northern Railroad Company, at their meeting at Coatesville, Penn., on the 3d inst., elected the following board of directors: H. A. Dupont, George Brooke, A. L. Foster, Richard Ely, Dr. Charles Huston, Charles Wheeler and John S. Gerhard. President, H. A. Dupont; Secretary and Treasurer, P. S. Ermold; Engineer and General Superintendent, J. H. Thompson.

The directors of the Louisiana and Missouri River Railroad Co., elected on the 4th inst. are: J. P. Seabee, William King, J. J. Mitchell, George Straut, C. Beckwith, C. H. Foster, R. P. Tansey, H. V. P. Block, W. H. Mitchell. The officers are: R. P. Tansey, President; Wm. King, Vice-President; W. W. Pope, Secretary and Treasurer; C. H. Foster, Assistant Secretary and Treasurer. Executive Committee: George Straut, C. Beckwith, W. H. Mitchell and C. H. Foster.

At the annual meeting of the stockholders of the Houston and Texas Central Railway Company, held in Houston, Texas, on the 2d inst., the following Board of Directors was re-elected: Chas. A. Whitney and A. C. Hutchinson, of New Orleans; R. J. Morgan and John J. Cisco, of New York; Charles Fowler, of Galveston, and G. Jordan, E. W. Cave, A. Graesbeck and A. Richardson, of Houston. No quorum of directors being present, the election of officers was deferred.

At the meeting of the bondholders of the Oregon and California Railroad, held at Frankfort, Germany, on the 5th inst., President Villard's plan for a reorganization of the road was adopted by a vote of 5,828 to 19. Messrs. Villard, Bretherton and R. D. Peebles

were appointed trustees. Messrs. Villard, Endicott R. B. Pullman, Horace White, W. H. Starbuck, Bretherton and T. F. Oakes were appointed directors, with power to nominate four others. The next general meeting will be held in October.

At the annual meeting of the Eastern Railroad of New Hampshire, held at Portsmouth on the 3d inst., the following gentlemen were chosen Directors: Moody Currier, Manchester; Dexter Richards, Newport; Francis Thompson, Boston; Edward L. Giddings, Boston; Edward A. Abbot, Boston; William H. Goodwin, Boston; Frank A. Philbrick, Rye. The Treasurer, Edward A. Abbot, made his report, showing a balance on hand of \$3,480 47. At a subsequent meeting of the Directors Moody Currier was chosen President and William H. Hackett, Clerk.

The Northern, Northwestern and Sault Ste. Marie Railway Company has been organized at Toronto Ont., and the following gentlemen have been elected directors, viz: Adam Brown, William Ince, Noah Barnhart, W. B. Scarth, the Hon. A. Morrice, A. McInnis, William Hendrie, John Proctor, D. McCarthy, William O'Brien, A. R. Boswell and John Fiskien. Adam Brown is the President and William Ince the Vice President. The plans, &c., have, we understand, been filed for the greater portion of the right of way, and the construction of the road will be proceeded with at an early day.

At the annual meeting of the Union Investment and Promoting Company, of this city, held on the 4th instant, the following gentlemen were elected directors for the ensuing year: A. F. Willmarth, Geo. P. Bissell, John G. Webster, Joseph S. Stout, D. B. Barnum, Geo. W. Warren, John H. Mortimer, Monroe E. Babcock, Henry R. Pierson, John R. Hall, James Bolter, A. McKinney, John L. Stewart, Henry L. Daniels, Alden P. Jacques, Hiram W. Hunt, Henry E. Russell, D. W. Gooch. Subsequently the following officers were elected: President, A. F. Willmarth; Vice Presidents, A. McKinney, Henry E. Russell. Geo. P. Bissell; Treasurer, Geo. W. Warren; Secretary, Monroe E. Babcock.

The annual meeting of the stockholders of the St. Croix and Northwestern Railway Co., was held at St. Croix Falls, Minn., on the 4th inst., and the following board of directors was elected: George P. Anderson, M. C. Pederson, M. Young, Jens Welling, Robert Downcent, C. E. Mears, F. A. Dresser, William J. Vincent, William M. Blanding, Joel F. Mason, Thomas H. Thompson, J. S. Baker, James Thompson. At the meeting of the directors the following officers were elected: President, William M. Blanding; Vice-President, Charles E. Mears; Secretary, A. C. Henerson; Treasurer, Joel F. Mason; Executive Committee: William M. Blanding, Thomas H. Thompson and M. C. Pederson. The prospects are said to be favorable for the early commencement of work on the road.

At the annual meeting of the Cedar Rapids, Iowa Falls and Northwestern Railway Co., held at Cedar Rapids, Iowa on the 4th inst., the following directors were elected: A. A. Robertson, J. J. Balthoff, J. E. Carlton, Iowa Falls; D. Close, J. N. Dewey, Iowa City; E. Bailey, Clinton; J. S. Peasley, A. J. Adams, Lyman Cook, Burlington. The officers elected for the ensuing year are as follows: President, Geo. J. Bool, Iowa City; Vice-President, J. N. Dewey, Iowa City; Secretary, W. P. Brady, Cedar Rapids; Treasurer, Theo. Stickney, Cedar Rapids. The Iowa City and Western Railway Company also held its annual meeting at the same time and place, and the following directors were chosen: Lyman Cook, J. C. Peasley, A. A. Robertson, E. S. Bailey, C. D. Close, J. N. Dewey and J. J. Balthoff. The officers elected are: President, Lyman Cook; Vice-President, J. N.

Dewey, Secretary, Theo. Stickney; Treasurer C. Stickney.

At an election held at the office of the West Jersey Railroad Company, in Camden, N. J., on the 4th inst., the following directors were chosen: Philadelphia and Long Branch—W. L. Dennis, Warren E. Dennis, T. W. Jackson, C. B. Thurston, James McCrea, W. J. Sewell, I. S. Buckelew, G. B. Roberts, W. M. Fox, Edmund Smith, S. Kneass, H. D. Welsh and G. M. Dorrance. Pemberton and Seashore—Strickland Kneass, G. M. Dorrance, W. L. Elkins, Edmund Smith, A. M. Fox, J. N. DuBarry, H. H. Houston, Wistar Morris, N. P. Shortridge, H. M. Phillips, H. D. Welsh, J. P. Wetherill and E. T. Green. Freehold and Jamesburg—H. Allaire, I. S. Buckelew, Alex. M. Fox, Strickland Kneass, James R. McClure, S. B. Oviatt, Lewis Perine, Jacob B. Rue, Clifford S. Sims, Edmund Smith and Henry D. Welsh.

The stockholders of the following railroads under control of the Baltimore and Ohio Railroad Company held their annual meetings in Pittsburgh on the 2d inst., and elected the appended list of officers and directors: Somerset and Cambria Railroad Company—President, J. B. Washington. Directors, W. H. Koontz, Somerset, Pa.; C. C. Musselman, Somerset, Pa.; Welty McCullough, Greensburg, Pa.; J. G. Harvey, Baltimore, Md.; Robert Garrett, Baltimore, Md.; D. J. Morrell, Johnstown, Pa. Berlin Railroad Company—President, J. B. Washington. Directors, Welty McCullough, Greensburg, Pa.; Robert Garrett, and Joshua G. Harvey, Baltimore, Md.; W. H. Koontz, Somerset, Pa.; S. A. Philson, Berlin, Pa.; S. Philson, Berlin, Pa. Brownsville and New Haven Railway Company—President, J. B. Washington. Directors—A. L. McFarlane, Irwin Station, Pa.; W. J. H. Kline, Greensburg, Pa.; Geo. W. Wilson, Pittsburgh, Pa.; W. H. Markle, Greensburg, Pa.; Welty McCullough, Greensburg, Pa.; A. O. Tinsman, Pittsburgh, Pa.

Personal.

Rufus Hatch and his son arrived in the city Monday from their trip to the Bermudas.

J. A. Gladfeiter, of Seven Valley, York county, Pa., has been appointed railroad surgeon of the Northern Central Railway Company.

B. W. Wren has been elected Chief of the Transportation Bureau of the International Cotton Exposition at Atlanta, Ga.

Judge Robert Ould it is announced, will resign his position as president of the Richmond, Fredericksburg and Potomac Railroad Co., June 1st.

Telegrams from Mexico state that Capt. Eads' ship railroad project has been approved unanimously by the Mexican Chamber of Deputies.

C. M. Rutter and Walter N. Walker, of this city, have formed a co-partnership for the purpose of doing a general banking and brokerage business, under the firm name of Rutter & Walker, at 80 Broadway.

E. A. Maurie, Sydney Bishop and M. M. Howland, under the firm name of E. A. Maurie & Co., have formed a copartnership in banking and brokerage at 7 Wall street.

Capt. Boycott of Ireland, whose siege by the Land Leaguers originated the name "Boycotting," arrived last week at Manitoba, Canada, where he thinks of locating.

W. H. Barnum has been re-elected president, David S. Draper vice-president, and H. A. Kerkham secretary of the Little Pittsburgh Consolidated Mining Company.

James Bartol, of Baltimore succeeds S. M. Wood-

ward, Jr., as superintendent of the Valley Railroad and agent of the Baltimore and Ohio Railroad at Staunton, Va.

Gen. Pas. Agent Ford, of the Pennsylvania Company has appointed C. W. Adams assistant general passenger agent of the Pennsylvania Company; C. C. Cobb, of the Pittsburgh, Cincinnati and St. Louis Railway, and J. M. Chesbrough, of the Vandalia Line.

Col. W. O. Osgood, of Chicago, a heavy land owner in Texas and much interested in railroad construction in the Southwest, says that more than half of the sugar stubble in Texas was killed by the severe weather of early Spring.

George W. Field, superintendent of the Third Avenue Railroad of New York, died at the residence of his son-in-law, Dr. J. H. Thurston, in Jamestown, N. Y., on the 7th inst., after an illness of several months.

Capt. A. A. Folsom, superintendent of the Boston and Providence Railroad, sailed for Europe last Saturday from Boston. He was accompanied to the steamer by a large number of friends, and received a handsome floral testimonial from the conductors of his road.

George H. Holt has retired from the banking house of George William Ballou & Co., New York and Boston. The firm name remains unchanged and the general partners are George William Ballou, William H. Bingham, David H. Darling and Allen S. Weeks.

The sixtieth birthday of William H. Vanderbilt was celebrated in Nashville, Tenn., last Sunday at the dedication of the Theological Hall of the Vanderbilt University, by placing in the Hall a full length portrait of the donor. The building, the gift of Mr. Vanderbilt, is said to have cost over \$100,000.

A. A. Bean, formerly superintendent of the San Francisco and North Pacific Railroad, appointed assistant superintendent of the Southern Pacific of Arizona, has assumed charge at Tucson, vice W. G. Curtis, who has been appointed superintendent of track of the Central Pacific and leased lines, vice L. M. Clement.

John H. Starin, whose transportation line for a number of years has carried freight by water between the general steamer lines and the New York Central and Hudson River Railroad, has sold this lighterage business to William H. Vanderbilt. It is said to have been appraised at \$1,000,000.

The fifty-third annual meeting of the American Seamen's Friend Society was held in this city on the 9th inst and the following trustees were elected for the next three years: Rev. John Spaulding, D. D., Capt. Daniel Gillespie, and Messrs. John Dwight, Henry A. Harlburt, Fredk. Sturges, Wm. C. Sturges and Geo. J. Senoy.

The Petersburg Railroad Company was reorganized on the 6th inst. by the election of the following officers: President, E. T. D. Meyers, superintendent of the Richmond and Fredericksburg Railroad; directors, W. H. Palmer, F. R. Scott, T. M. Logan and Joseph Bryan, of Richmond, and R. G. Pogram, of Petersburg.

C. B. Peck, general manager of the Chicago and Grand Trunk Railway, has been promoted to the office of general traffic manager of all the Grand Trunk lines in the West. He was recently appointed government director of the Union Pacific Railway Co. S. R. Calloway has been appointed general superintendent of the Chicago and Grand Trunk Railway, and Wm. Wainwright assistant general manager.

C. P. Huntington, vice-president of the Central Pacific Railroad Company, and president of the Chesapeake and Ohio Railway Co., having had his atten-

tion called to efforts being made for the erection of a church lecture room or chapel in his native town of Harwinton, Conn., has offered to have the building erected at his own expense if after consulting an architect an acceptable plan is found.

Ex-Congressman Chas. Hudson, who recently died at his home in Lexington, Mass., at the age of eighty-six years, was among the earliest advocates of railroads in this country. The familiar legend over railroad crossings "Look out for the Locomotive" is said to have been suggested by him. He served eight years in Congress, and was afterwards appointed to a Boston custom-house office by President Taylor.

The New York Exchange on Monday elected the following officers: President, Donald Mackay, chairman, James Mitchell; vice-chairman, Alexander Henriques; treasurer, D. C. Hays; secretary, B. O. White, trustee of gratuity fund, William Alexander Smith; governing committee to serve four years, S. T. Russell, G. L. Haight, E. Brandon, F. K. Sturgis, W. L. Bull, F. N. Lawrence, Simeon J. Drake, R. L. Anderton, Jr., J. S. Decker, J. D. Probst; to serve one year, D. A. Boody.

Removals.

Cantoni & Co., bankers, have removed to 25 Wall street.

Shearman and Sterling have removed their law offices from 20 Nassau street to 45 William street and 41 Pine street.

D. N. Beardsley & Co., contractors and wholesale dealers, in railroad ties, have removed from 21 Park Row to 9 Murray street. To meet the demand for ties created by the activity in railroad construction work, they have recently increased their already large facilities for filling orders.

Manufacturing.

The Lobdell Car Wheel Co. has recently purchased over 200 acres of land for extending its works at Wilmington, Del.

Riehle Bros., Philadelphia, manufacturers of scales and testing machines have opened a store in this city at 115 Liberty street.

It is said that New York parties have leased for a term of thirty years, the old Camden and Amboy Railroad shops at Bordentown, N. J., for the purpose of manufacturing locomotives.

Two locomotives, both standard gauge and of the Baldwin Locomotive Works make, are offered for sale by R. Fraser, agent for J. H. Brakeley, Bordentown, N. J., a description of the locomotives is given in another column.

Buildings with a frontage of over 500 feet are being erected at Muskegon, Mich., for the company recently organized there for the manufacture of railroad cars and locomotives. The officers of the company are: George C. Kimball, president; Robert Caithness, vice president; F. A. Nims, secretary; Hugh Park, treasurer.

The Charleston News says that the Spartanburg and Union Railroad has been leased by the Richmond and Danville Railroad Company at a reported yearly rental of \$50,000, and that the Spartanburg and Asheville, with the Knoxville and Cincinnati connections, will naturally go next.

The two working parties on the Norfolk and Elizabeth City (N. C.) Railroad were, at last accounts, rapidly approaching each other, and it is probable that the last spike was driven on Friday.

The Right to Redeem Cut-off—A Statute Repealed by Implication.

The New York Court of Appeals, in its recent decision in the case of *Daniel Pratt et al. vs. Edgar Munson*, holds that the second section of the Act of 1853 (ch. 502) allowing stockholders to redeem in proportion to their stock within six months after title acquired by the purchaser at foreclosure sales of railroad mortgages, has been repealed by implication.

The *Sodus Bay and Corning Railroad Company* on the day of its organization in March, 1873, executed to the Farmers' Loan and Trust Company a mortgage upon all its property to secure the payment of certain bonds. Default was made, and the mortgaged property was disposed of at foreclosure sale in June, 1876, to the defendant Munson. The plaintiffs, who owned only one share of the capital stock, brought this action because the purchaser, Mr. Munson, had refused to accede to their demands and allow them to redeem under the Act of 1853. The second section of this act declares that any stockholder of a railroad company shall for six months after foreclosure sale have the right, on paying to the purchaser under such sale a sum equal to such proportion of the price paid on such sale as such stockholders' stock shall bear to the whole capital stock of the company, be entitled to have the same relative amount of stock or interest in the railroad company, its road, franchises and other property. This provision has worked very serious annoyance and difficulty in many such foreclosure sales, and it is said that recently large sums of money have been paid, under the supposition that the statute was still in force, to quiet the apparent title arising under it.

In giving the opinion of the Court, Judge Danforth comments upon the language of the statute, and says that—

If its object was to enable each stockholder to continue his interest in the corporate property, contributing to the purchaser a certain proportion of the sum paid, and so becoming with him tenant in common of the estate, that the directions of the section are very inadequate and could hardly afford to anyone indemnity for the loss sustained by the extinction of the corporation of which he has been a member. But in 1854 a law was passed amending the General Railroad Act of 1850, declaring that whenever the purchaser of real estate, track or fixtures of any railroad corporation, which might be sold by virtue of any mortgage executed by such corporation, should acquire title to the same in the manner prescribed by law, such purchaser might associate with him any number of persons, and make and file articles of association as prescribed by the Act of 1850, and such purchaser or purchasers and their associates should thereupon be a corporation "with all the powers, privileges and franchises and be subject to all the provisions of this act." If the Court went no further, Judge Danforth says, it would seem that this statute was entirely repugnant to that of 1853. But the Act of 1874, designed, as its title says, to "facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," while substantially like the Act of 1854, makes its additional provisions in such form that it cannot be construed so as to be consistent with the continuance of the right claimed under the Act of 1853. This Act of 1874 declares that the "new company" formed by the purchaser and his associates shall become and be a body politic and corporate, and be invested with all the rights, privileges and franchises "which at the time of such sale be-

longed to or were vested in the corporation formerly owning the property so sold."

After discussing the statute at some length, Judge Danforth says:

"The statute of 1853 does not contemplate the formation of a new company. No obligation is imposed on the purchaser to assist in forming one. No provision is made for it. Upon the foreclosure sale the purchaser takes the property to do with it as he chooses, as he might deal with lands or chattels, subject only to the right given to the stockholders by section 2 of the Act of 1853 to participate in the purchase upon the terms and within the time therein mentioned. That right must be deemed taken away by the power of disposition conferred upon the purchaser by the above acts; for the liability to convey to the stockholders of the company an interest in the property purchased cannot coexist with the power to convert the whole for other purposes and to other persons. Again, the Act of 1874 secures to the stockholders in the old company a right to participate in the benefits of reorganization in one event only—when the title is acquired to the railroad property and franchises pursuant to some plan or agreement for the readjustment of the respective interests therein of mortgage creditors and stockholders in the old company. This provision also is inconsistent with the right embraced in the second section of the Act of 1853. It seems to us that these acts were intended by the Legislature to prescribe the rule applicable to the stockholder in a railroad company, and the purchase upon foreclosure of its property and franchises; that they are repugnant to the provisions of the Act of 1853 upon the same subject, and therefore repeal them, according to the maxim that 'every affirmative statute is a repeal by implication of a precedent affirmative statute so far as it is contrary thereto.' We think, therefore, the provisions of the Act of 1853 on which the plaintiffs rely were not in force at the time of the sale under the foreclosure, and that the plaintiffs acquired no cause of action against the defendants."

Railroad Law.

Some recent decisions on this subject deserve remark. In *Pullman Palace Car Co. vs. Barker*, 4 Col. 344; S. C. 34 Am. Rep. 89, owing to the defendants' negligence, their sleeping car, on which a woman was a passenger, caught fire, and she was compelled to leave the car, half clad, and took cold, which resulted in suppression of her menses and a long illness. It being shown that she was menstruating at the time of the accident, and that the illness was traceable to that condition, held, that the defendants were not liable in damages therefor. The court adopted the rule enunciated in *Milwaukee, etc., Ry. Co. v. Kellogg*, 4 Otto, 475, that "the question always is, was there an unbroken connection between the wrongful act and the injury—a continuous operation? Did the fact constitute a continuous succession of events so linked together as to make a natural whole, or was there some new and independent cause intervening between the wrong and the injury?" They continue: "Independent of the fact that she was 'unwell' at the time, it cannot be said that the negligence of the appellant resulted in her long illness or any illness. Conceding that the appellee was compelled on account of the smoke and flames to leave the car in the half-clad condition she did, the exposure to the cold was the direct and necessary result of the appellant's negligence. Her subsequent illness, however, was not the result of the exposure, but the result of the exposure in her then condition. Here, then, intervenes an independent

cause of her illness, a cause resting in her physical condition, appertaining exclusively to herself, with which the appellant had no concern, and to which it sustained no relation either by contract or by the general duty imposed by law upon carriers of passengers. Where physical weakness or disability is apparent to, or is brought to the attention of the carrier, undoubtedly that high degree of care which the law imposes upon him, would, under certain circumstances, involve duties in reference thereto. As that he shall allow an aged, infirm, or crippled person, a reasonable time in which to get on or off the coach or car, having reference to their crippled or infirm condition. *Colt vs. Sixth Ave. R. R. Co.*, 33 N. Y. Sup. Court, 190. While this is the case it cannot be said that the law imposes any duty respecting the possible secret complaints and diseases of passengers affecting their fitness to travel. Where no duty is imposed no liability can attach. Another passenger might have suffered equally serious consequences from the effect of the cold upon a wound in the foot, superinducing inflammation, and possibly necessitating amputation. Can it be said that the law imposed upon the carrier an enlarged duty having reference to the wound, and that the added risk of travelling in this condition must be assumed by him and not by the passenger from whose personal condition it springs? We think not. While it is true that menstruation is a law of health, it is also true that it is a condition requiring greater care and prudence to avoid exposure."

The court cited *Hobbs vs. London, etc., Ry. Co.*, L. R. 10 Q. B. 111. In that case the plaintiff, with his wife and two children, took tickets to H. on the defendant's railway. They were set down at E. It being late at night, the plaintiff could not get a wagon or accommodation at an inn. They had therefore to walk five or six miles on a rainy night, and the wife took cold, was laid up in bed for some time and was unable to assist her husband. The jury found £8 for inconvenience in having to walk home, and £20 for the wife's illness and its consequences. The court held the £8 recoverable, but not the £20.

The circumstances in *Indianapolis, etc., Ry. Co. vs. Birney*, 71, I. 391, were very similar in the *Hobbs* case, except that in the former the plaintiff "had the option to remain five or six hours and take the next train, or procure a horse or a horse and carriage," and the opinion is based on the ground that his exposure was voluntary and unnecessary.

See 1 *Sedgw. on Meas.* of Dan. (7th ed.) 218, note a; *Wood's Mayne on Dam.* 67, note 2; *Thomp. Carriers of Passengers*, 565.

Mr. Thompson (*Carriers of Passengers*, 566), says of the *Hobbs* case: "The rule seems to have been applied with unnecessary vigor." He also cites *Francis v. St. Louis Transfer Co.*, 5 Mo. App. 7, where a passenger carrier contracted to carry a young lady from a railway station to her house, but set her down in the city, a mile from her residence, on the sidewalk of a frequented street, along which ran a line of street cars passing within a square of her house. The day was very cold but dry; the young lady was delicate but not ill. Being warmly clad, she walked home with a friend, and in so doing took a cold which

permanently impaired her health. It was held that this injury was too remote to warrant a recovery against the defendant.

But where the defendant contracted to carry the plaintiff from New York to San Francisco via Nicaragua, but in consequence of the wreck of the connecting vessel on the Pacific coast he was detained several weeks on the Isthmus, where he contracted a local fever, which disabled him for a long time after his return to New York, this injury was held a ground of recovery. *Williams v. Vanderbilt*, 28 N. Y. 217.

The *Hobbs* case was very recently followed, but criticised by Fry, J., in *McMahon v. Field*, Ch. Div., 44 L. T. (N. S.) 175. There the plaintiff hired stables of the defendant in order to put some horses there which he wished to dispose of at a fair held in the town. Soon after the horses arrived they were turned out of the stables in consequence of the defendant having also let them to some other person, and as he did not supply the plaintiff with other accommodations for the horses, he was compelled to obtain it elsewhere. The plaintiff claimed damages for injury sustained by the horses by being thus suddenly turned out of the stables and exposed to the weather while he was seeking other stables for them. Held, not recoverable. The court said: "If there had been no decision on the point I should hold a person who breaks a contract must take the consequences of that breach, and the fact that something which coincides with the breach produces the result does not relieve him from the consequences. But that does not appear to be the law. The case of *Hobbs v. London and South-western Railway*, L. R., 10 Q. B. 111, has been pressed upon me, and I am unable to find any distinction between that case and the present. There the illness of the plaintiff's wife was the result in the first place of the breach of contract; secondly, of the physical condition of the wife; and thirdly, the physical state of the weather on the night in question, on which she was obliged to take a walk. Here the injury to the horses was the result, first, of the breach of contract; secondly, of the physical condition of the horses; and thirdly, of the state of the weather on the afternoon in question. In giving judgment in that case *Cockburn, C. J.*, after stating two hypothetical cases, said (L. R., 10 Q. B. 119): 'In either of those cases the injury is too remote, and I think that is the case here; it is not the necessary consequence, it is not even the probable consequence of a person being put down at an improper place, and having to walk home, that he should sustain either personal injury or catch a cold.' If that is a correct statement of the law, I am bound to find that it is not the necessary and probable consequence of the horses being turned out of the stable on a May afternoon, that in going to a neighboring stable they should catch cold. Horses are moved, and there is nothing to show that these horses were more susceptible to cold than other horses. *Archibald, J.*, said (L. R., 10 Q. B. 124) that 'in the case of breach of contract, the party breaking the contract must be held liable for the proximate and probable consequences of such breach; that is, such as might have been fairly in the contemplation of the parties at the time the contract was

entered into.' If that be a sound view of the law, I must hold that neither the particular condition of the horses, nor of the weather, on that afternoon, was in the contemplation of the parties to the contract when they entered into it. I follow that case because it is an authority of the Court of Appeal, and not because it is to my mind a satisfactory decision."

The *Hobbs* case and the *Barker* case seem to us to strain the law to its extreme. Railways are not provided for the conveyance of the healthy and robust alone. Sick and delicate people have a right to carriage, and are every day transported, as well as those who are strong and in health. It is not the fault of the passenger that he is sick, or delicate, or is made sick by the exposure consequent upon the railway company's negligence. Especially is it not the fault of the woman that she is menstruating. Loss of business from such illness may not be recoverable; but why is not the illness the direct and easily-forseen result of the negligent exposure? Suppose, for example, there is a railway collision and wreck, and the cars take fire and are consumed. All the passengers easily escape, except one, who is sick or has a wooden leg, and perishes in the attempt. Here is an "intervening, independent cause"—the sickness or the wooden leg. That was not the fault of the railway company. It "appertained exclusively" to the passenger. But will any one deny the liability of the company? The law of the cases cited will bear revision.—[*The Albany Law Journal*.]

Manufacturing Enterprises in the South.

The report of the President of the Graniteville Cotton Manufacturing Company at Augusta, Ga., which was recently submitted at the annual meeting of the stockholders, must prove not only gratifying to the stockholders, but to all who have at heart the success of manufacturing enterprises in the South. The Graniteville and Vanclose factories are under the management of the Graniteville Cotton Manufacturing Company, with an aggregate of 34,064 spindles and 886 looms. The product of goods for the year ending 1st of March last was, in pounds, 4,669,663, and in yards, 16,303,569, in which 12,883 bales of cotton, averaging 450 pounds to the bale, were consumed. The profits were \$137,196 and the expenses, including insurance, taxes, schools, churches, interest, &c., \$46,383, leaving a net profit of nearly \$91,000, being a net earning of over 15 per cent on the entire capital stock. Of this, \$48,000, or 8 per cent, was paid in dividends, and the balance, \$43,000, carried to the surplus fund, which now aggregates \$168,543. The loss of running time during the entire year was only ten days, and this was on account of low water. The requisite machinery has been introduced in the Vanclose mill for making and printing flour sacks and other kinds of bags out of cloth manufactured in the mill, and the President says the experiment has proved a complete success, giving good promise of becoming a valuable source of profit and an important market for the consumption of a large portion of the products of the mill.

It is stated that engineers are now engaged in locating the new railroad from Alexandria, La., to Jacksonville, Ark., which, when completed,

will connect the St. Louis, Iron Mountain and Southern with the New Orleans Pacific.

Railroad Extension in the South.

At a meeting of the stockholders of the Augusta and Knoxville Railroad Company, held at Augusta, Ga., on the 4th inst., President Verdery made the following allusion in his annual report to the extension of the Virginia Midland Railroad:

"The question of extending the Virginia Midland Road from Danville, Va., to Spartanburg, S. C., now being agitated, contains more of business than speculation, and no argument is needed to demonstrate the advantages of the consummation of such plans."

A resolution was adopted by the stockholders to the effect that they regarded the connection of this road with the North Carolina Midland extension at Spartanburg, S. C., as of vital importance, and that the officers of this road be empowered to create such mortgages or liens on the property of the Augusta and Knoxville Company as will perfect some consolidation or traffic arrangement with the Spartanburg and Greenwood road and with the North Carolina Midland.

The Augusta and Knoxville Railroad is completed twelve miles from Augusta, and John G. Clarke & Co., of Baltimore, are now erecting an iron bridge across the Savannah river. Nearly all the grading is finished on the Carolina side, and trains will run to Greenwood in the fall.

It is estimated that the work on the railroad from Greenwood to Spartanburg, sixty-six miles, including track laying, will cost only \$7,200 per mile. There are but nine miles of heavy work. The counties of Spartanburg and Laurens, South Carolina, will subscribe \$75,000 each and Augusta will give the rest. The completion of the road from Augusta to Spartanburg is now assured.

The track of the Chicago, St. Louis and New Orleans Railroad is to be changed in June from the southern, or five feet gauge, to the standard, or four feet eight and a-half inch gauge. The Louisville and Nashville Railroad is making arrangements for a similar change, which will be consummated in a few weeks, and it is understood the Cincinnati Southern will soon follow. The action of these Southern trunk lines will doubtless necessitate a similar change on the minor Southern roads, or entail considerable loss on them.

The Missouri, Kansas and Texas Railroad has been leased to the Missouri Pacific Railroad Co., which has operated it ever since it was taken from the hands of the Union Trust Company in December last. The lease has been approved and signed by the officers of both companies, and will be submitted to the stockholders for ratification on May 18. It is understood that the lease is a virtual continuation of the present agreement by which the Missouri Pacific operates the road and pays to the company the net earnings.

Statesville, N. C., will vote on the 2d of June on a proposition to subscribe \$50,000 to the Statesville Air-Line Railroad, this subscription to be turned over to the North Carolina Midland, provided it builds to Statesville. It is thought the proposition will carry almost if not quite unanimously.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin., Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,000	7	"	"	1890	....
Receiver's Certif. of Ala. & Chat.	600,000	6	.....	.....	1882	....	Consolidation Bonds.....	528,000	7	June & Dec.	"	1893	....
Albany and Susquehanna:							Equipment Notes.....	570,000	6	Apr. and Oct.	"	'81-'83	....
1st Mortgage, 1868.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1866.....	1,967,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan.....	938,000	6	May & Nov.	"	'93-'97	....	Sinking Fund Mortgage.....	724,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,374,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1869.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1896	....
General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1895	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	.....	....	Bonds of 1879.....	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,998,900	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage B. F., 1878.....	160,000	7 1/2	April & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P., W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000pm	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$5,000,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1869.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	550,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,115,400	7 1/2	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,500	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes.....	78,000	7	Jan. & July.	"	1881	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1886	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds, ".....	2,884,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern—							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,638,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	546,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor.						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Rail. and Mo. River (C., B. & Q.):						
Income Bonds.....	200,000	.....	.....	.....	.....	....	Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1898	....
Pleasant Hill and De Soto—							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1889	....
Florence, El Colorado & West—							Bur. & Mo. R. in Neb. (C., B. & Q.):						
1st Mortgage, gold.....	510,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1892.....	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific—							Consol. Mortgage for \$14,000,000	7,005,000	6	"	"	1918	....
1st Mortgage, gold.....	5,610,000	7	.....	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
1st Mortgage pr. ferred.....	4,260,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort., gold (Coup. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80)	4,000,000	.....	.....	.....	.....	....	1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg—							Cairo and St. Louis:						
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	458,000	6	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side—							2d Mortgage, end. by Cen. Pac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	684,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	1,000,000	3	"	"	1906	....
3d preferred bonds.....	452,500	6	"	"	'96-'00	....	Camden & Amboy (U. Cos. of N. J.)						
Virginia and Tennessee—							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	983,000	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	Lynchburg.	1875	....	Camden and Atlantic:						
Funded Int. est.....	226,900	8	"	New York.	1880	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1898	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000	25,000pm	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income B ds, non-cumulative.....	18,750pm	6	April & Oct.	"	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864...	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871...	715,000	6 1/2	May & Nov.	"	1881	....	Carolina Central:						
Bald Eagle Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
General Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1910	....	2d Mortgage—Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1868-'96.....	1,710,000	6	April & Oct.	Baltimore.	1885	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1868-'90 (Balt.), skg fd..	2,833,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,800,000	7	"	"	1900	....
Loan of 1870-'95 (etc.) skg fund.	2,882,966	6	March & Sept.	London.	1895	....	Chattel Mortgage.....	209,850	5	May & Nov.	"	'85-'86	....
Loan of 1872-1902 (etc.) S. F.....	5,507,332	6 1/2	"	"	1902	....	Oeder Falls and Minnesota:						
Loan of 1874-1910 (etc.) S. F.....	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (G. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures.....	968,000	6 1/2	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line)....	1,334,000	7	Jan. & July.	"	1897	....
Purchase of Connelville R. R.	800,000	6	"	Baltimore.	'81-'00	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Chl. line bds.	7,744,000	6	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles)...	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds.....	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles)...	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles)...	2,332,000	7	May and Nov.	"	1916	....
Bonds to State of Maryland.....	386,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	....
1st Mort. (Tunnel) gold, S. F....	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Govern't sec. aidy.	4,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
1st Mortgage (R. R.) gold, S. F....	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	....	Funded Interest Bonds.....	640,000	7 1/2	May & Nov.	New York.	.....	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1884	....	General Consol. Gold Bonds	12,343,000	7*	"	"	1902	....
2d Mort. (Government Subsidy).	26,885,000	6*	"	"	'95-'98	....	Sinking Fund Bonds of 1879 ...	6,140,000	6-7	"	"	1929	....
1st Mort. (Western Pacific) gold	2,614,000	6*	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.)...	1,682,000	7	"	"	1887	....
Government Lien (West. Pac.)...	1,970,566	6*	"	"	1899	....	1st Mortgage (Chi. & Mil.)...	1,700,000	7	"	"	1896	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	"	"	'88-'92	....	1st Mortgage gr. (Iowa Midland)	1,350,000	8	"	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.)...	687,000	6*	"	"	1890	....	1st Mort. (Northwestern Union)	3,500,000	7*	"	"	1917	....
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)...	150,000	7	"	"	1908	....
Land bonds (Gen. Pacific) gold.	6,530,000	6*	"	"	1890	....	1st Mort. (Rock. and Nor. Mo.)...	200,000	7	"	"	1908	....
Income bonds, Sinking Fund ...	3,285,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad)...	100,000	7	"	"	1909	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (")	1,500,000	8	May & Nov.	"	'76-'89	....	Extension Mortgage Bonds...	4,255,000	7*	June & Dec.	"	1916	....
Income and Extension Bonds...	1,508,500	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sheff. and Chi.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage	750,000	8	April & Oct.	"	1891	....
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000...	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$15,000,000...	3,468,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$5,000,000...	7,253,000	6	June & Dec.	"	1907	....
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....	2d Mortgage	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	"	1905	....	Mississippi Central—						
1st Mort. gold "B"	16,000,000	6*	May & Nov.	"	1908	....	1st Mortgage	845,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income	10,000,000	6*	Jan. & July.	"	1918	....	2d Mortgage	1,999,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R.I. & Pac.):						
Onesire:							1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.).....	806,900	6	Jan. & July.	Boston.	'80-'90	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$50,000,000.	7,000,000	6	June & Dec.	New York.	1910	....
1st Mortgage	2,383,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
Consol. Bonds (\$200 stg. each).	4,379,550	6*	Jan. & July.	London.	1903	....	2d Mortgage, land grant	2,018,000	6*	"	"	1898	....
Sinking Fund Gold B'ds.	3,000,000	6*	May & Nov.	New York.	1903	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	"	1894	....	1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6*	Jan. and July.	"	1930	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1880	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds	2,356,000	5	"	Boston.	1901	....	1st Mort. guar. by B. & O. & M. & O.	780,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1976, Sinking Fund...	392,000	6	June & Dec.	"	1895	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds	838,473	7	Jan. & July.	"	1896	....	2d Mortgage of 1885	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,698,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000...	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern.							Cincinnati, Ham. & Ind. (C.H. & D.):						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....	1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	1,090,000	7	Jan. & July.	New York.	1887	....	1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
Chicago, Cin., Dub. and Minn.:							2d Mortgage, guar.	1,545,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage	5,000,000	6	Jan. & July.	New York.	1920	....	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ca. G'd June:							1st Mort. (Ind. Cin. and Laf.)...	2,879,000	7	Feb. and Aug.	"	1897	....
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds, reg. (do.)...	187,000	10	March & Sept.	"	1883	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '88	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage, Sinking Fund...	2,925,000	6	June & Dec.	New York.	1907	....	1s. Mort. (Cin. & Indiana)	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	"	1907	....	2d Mort. (") guar.	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf and Chi.)...	1,120,000	7*	March & Sept.	"	1901	....
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C., I., St. L. & C.):						
2d Mortgage Income	4,000,000	7	September.	New York.	1900	....	1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st)	563,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C.H. & D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mort. (now 2d)	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage	65,000	7	"	"	1889	....
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000...	8,438,000	7	Jan. & July.	New York.	1905	....	1st Mortgage, gold	236,500	6*	Jan. and July.	New York.	1908	....
2d Mortgage	496,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La Crosse Division).	6,000,000	7	Jan & July.	"	1898	....	2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (Chi. and Mil. Div.)	2,500,000	7	"	"	1903	....	1st Mort. (San. Day. & Cin.)...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central).	183,000	7	"	"	1894	....	1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division).	4,000,000	7*	"	"	1902	....	2d Mortgage	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)	3,674,000	8	"	"	1898	....	1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (")	1,815,000	7.3	Jan. & July.	"	1898	....	1st Mort. (C., C. and O. R. R.)...	125,000	7	June and Dec.	"	'75-'79	....
1st Mort. (East. and Dak. Div.)	160,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.)...	408,000	7	Jan. & July.	"	1899	....
1st Mort. (Mil. and Western)...	219,000	7	"	"	1891	....	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
1st Mort. (Southwestern Div.)	4,000,000	6	"	"	1903	Cleveland & Mahoning Valley:						
1st Mort. (Dav. & N. W.)...	1,785,30												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.							When.	Where.		
Utebrookdale:	\$							Dubuque and Dakota:	\$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....		1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:								Dubuque Southwestern:						
1st Mortgage, new.....	2,520,000	7*	June & Dec.	Boston.	....	....		1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:								1st Mortgage, preferred.....	81,500	7	Jan. & July.	"	1883	....
1st Mortgage.....	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....		Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:								1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund.....	10,478,000	7	April & Oct.	New York.	1908	....		2d Mortgage.....	1,000,000	7	April & Oct.	"	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	"	"	....		3d Mortgage.....	200,000	7	"	"	1890	....
Income convertible.....	8,996,000	7	"	"	"	1890	....	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	"	"	1892-96	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	"	"	"	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chl. Air-L.)	113,000	7	F. M. A. & N.	"	"	1886-90	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	"	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	"	"	1904	....	1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	"	"	1883	....	2d Mortgage.....	190,000	4	"	"	1892-87	....
1st Mort. (Tol. Logansp't & Bur.)	510,500	7	Feb. & Aug.	"	"	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1885	....
Income (")	67,548	7	"	"	"	....		Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	"	"	1905	....	Company Bonds (")	634,000	6	"	"	1890-85	....
Union Trust Co. Certificate.....	1,600,000	....	....	....	....	....		Eastern (Mass.):						
Columbus and Hocking Valley:								1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1886	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....		Certificates of Indebtedness.....	13,393,420	4*	"	Bost. & Lond.	1906	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	"	"	1880	....	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	"	"	"	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:								El River:						
1st M. (assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....		Equipment Bonds.....	118,000	7	F. M. A. & N.	....	1885	....
Columbus and Toledo:								Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,493,000	7	Feb. & Aug.	New York.	1905	....		1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:								Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....		1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:								Income Mortgage guaranteed.....	570,000	5	April & Oct.	"	1892	....
1st Mortgage.....	500,000	7	....	Concord, N.H.	1884	....		Erie-See N. Y., Lake E. & West						
Connecticut Central:								Erie and Pittsburgh (Penn. Co.):						
1st Mortgage for \$100,000.....	325,000	7	April & Oct.	....	1895	....		1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:								2d Mortgage.....	92,300	7	April & Oct.	"	1890	....
New Mortgage for \$1,500,000.....	1,409,500	7	April & Oct.	Boston.	1893	....		Consolidated Mortgage.....	2,194,000	7	Jan. & July.	"	1893	....
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....		Equipment Mortgage.....	685,000	7	April & Oct.	"	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1890	....		European & N. American (Me.):						
Connecticut Western:								1st Mort. (Bangor City Bonds).....	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....		Kavanaugh and Terre Haute:						
Connecting (Philadelphia):								1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B., C., D. & E.....	921,000	6	March & Sept.	Philadelphia.	1900-04	....		1st Mortgage (109 m.)	611,000	7	May & Nov.	"	1887	....
Corning, Cowanesque & Antrim:								Consolidated Mort. for \$1,500,000	251,000	6	Jan. & July.	"	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	....	1885	....		Kavanaugh, Terre Haute & Chl.:						
Cumberland & Penn. (Consol. Coal):								1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....		2d Mortgage, gold.....	325,000	6*	Jan. & July.	"	1903	....
2d Mortgage, sinking fund.....	594,000	6	May & Nov.	"	1888	....		Fitchburg:						
Cumberland Valley:								Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....		Bonds of 1877.....	500,000	6	"	"	1897	....
2d Mortgage, sinking fund.....	109,500	8	"	"	1903	....		Bonds of 1879.....	500,000	6	"	"	1899	....
Plain bonds.....	81,300	6	"	"	1884	....		Flint and Pere Marquette:						
Danbury and Norwalk:								1st Mort. Land Gr. (3d series).....	1,722,000	8	March & Sept.	New York.	1883	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....		Flint & Holly S. F. (\$25,000 r.y.)	300,500	10	May & Nov.	"	1883	....
2d Mortgage.....	200,000	7	"	"	1892	....		1st Mort. (Bay C. & E. J. J. guar.)	100,000	10	Jan. & July.	Newark.	1882	....
Consolidated Mortgage.....	100,000	6	"	"	1920	....		Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Dayton and Michigan (C.H. & D.):								1st Mort. skg.f.d. (H. W. & Mon.)	1,000,000	8	Jan. & July.	"	1901	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....		Reorg'n bds (redeem. at will).....	....	8	....	....	1910	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1887	....		Florida Central:						
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....		1st Mortgage, gold coupon.....	309,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1881-84	....		Flushing, North Shore and Cent.:						
Dayton and Union:								1st Mort. (Flushing and N. Side).	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.....	90,000	7	....	....	1879	....		2d Mort. (")	400,000	7	"	"	1900	....
2d Mortgage.....	125,000	7	....	....	1879	....		1st Mort. (Cent. R. R. Exten.)	200,000	7	"	"	1903	....
Income Bonds.....	252,448	7	....	....	1879	....		Fonda, Johnston & Gloversville:						
Dayton and Western (L. M. R.R.):								1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....		Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):								1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1886	....		Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:								1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1906	....		2d Mortgage.....	500,000	8	"	"	1896	....
Delaware, Lackawanna & Western:								Equipment Mortgage.....	345,000	8	Jan. & July.	"	1881	....
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	....		Framingham and Lowell:						
Convertible Bonds.....	600,000	7	June & Dec.	"	1892	....		1st Mortgage.....	500,000	7	April & Oct.	Boston.	1870	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	"	1907	....		Frankfort and Kokomo:						
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	"	"	1885	....		1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1908	....
Denver Pacific (Union Pacific):								Fremont, Elkhorn & Mo. Valley:						
1st Mortgage gold, land grant.....	527,000	7*	May & Nov.	New York.	1899	....		1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
Denver & Rio Grande:								1st Mortgage.....	312,000	7	"	"	1899	....
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	....		Income Bonds.....	317,082	7	"	"	1886	....
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	"	"	1902	....		Jalena & Chic. Union (C. & N.W.):						
Consolidated Mortgage.....	6,475,000	7	Jan. & July.	"	1900	....		1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Denver, South Park and Pacific:								Jalv., Harrisburg & San Antonio.						
1st Mort. gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1906	....		1st Mortgage, gold, land grant.....	4,800,000	6*	Feb. & Aug.	New York.	1910	....
Do. Moines and Ft. Dodge:								2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....		Galveston, Houston & Henderson:						
Detroit & Bay City (Mich. Cent.):								1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (\$124,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	....		Geneva, Ithaca and Sayre:						
Detroit, Grand Harv. & Milwaukee:</														

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:	\$						Jersey City and Bergen:	\$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	...	1st Mortgage	385,000	7	.....	.....	.....	.....
1st Mortgage not guaranteed.	642,192	7	" " "	" "	'81-'86	...	Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage akg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
1st Mortgage	735,000	7	May & Nov.	New York.	1890	...	Joliet and Northern Indiana:						
2d Mortgage	3,000	7	" " "	" "	1892	...	1st Mort. guar. by Mich. Cent.	600,000	7	Jan. & July.	New York.	1907	....
Hannibal & Naples (W. St. L. & P.)							Junction, Philadelphia:						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	...	1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
Hannibal and St. Joseph:							2d Mortgage not guaranteed	300,000	6	April & Oct.	" "	1900	....
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1894	...	Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan	1,500,000	6	" " "	" "	'85-'87	...	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1886	...	Kalamazoo and Schoolcraft:						
General Land Mortgage	442,000	7	Jan. & July.	" "	1888	...	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	...	Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	...	1st Mortgage guar. by leases	640,000	8	May & Nov.	New York.	1880	....
Harrisb., Ports, Mt. Joy & Lan.							2d Mortgage	70,000	8	" " "	" "	1890	....
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1888	...	Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	...	Kansas City and Cameron:						
Hartford and Connecticut Valley:							1st Mort. as'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	...	Kansas Central:						
Holly, Wayne & Monroe (F. & P.M.)							1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1909	....
1st Mortgage, sinking fund.	1,000,000	8	Jan. & July.	New York.	1901	...	Kansas City, Burl. & Santa Fe:						
Holyoke and Westfield:							1st Mortgage	600,000	8	.....	.....	.....	.....
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...	New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Huastonic:							Kansas City, Ft. Scott & Gulf:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	...	1st Mort., L. G., sinking fund.	4,000,000	7	Jan. & July.	Bos. cn.	....	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	...	Mortgage on Branches	1,325,000	...	.....	.....	.....	.....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	...	Kansas City, Lawrence & So.:						
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	...	1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
Houston, East and West Texas:							1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	" "	1910	....
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	...	1st Mort. (Sumner Co. R. R.)	300,000	7	.....	" "	1910	....
Houston and Texas Central:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage L.G. akg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	...	1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" " "	" "	1891	...	1st Mortgage	4,496,522	7	" " "	" "	1907	....
1st Mort. (Waco & N.W. Div.)	969,000	7*	" " "	" "	1903	...	Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	...	Kansas City, St. Louis & Chicago:						
Consol. Mort., L. G. (M. & W. D.)	3,642,000	8	April & Oct.	" "	1912	...	1st Mortgage	3,000,000	8*	May & Nov.	New York.	1903	....
Consol. Mort., L.G. (Waco & N.)	580,000	8	May & Nov.	" "	1915	...	Kan. City, Top. & W. (A. T. & S. Fe.)						
Huntingdon and Broad Top Mt.:							1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	...	Income Bonds	200,000	...	.....	.....	.....	.....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	" "	1895	...	Kansas Pacific (Union Pacific):						
Consolidated Mortgage	1,500,000	7	April & Oct.	" "	1895	...	1st Mort. (1st Div. 140 m.) gold	2,240,000	8*	Feb. & Aug.	New York.	1895	....
Illinois Central:							1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	" "	1896	....
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	...	1st M. (3d Div. 244.66m. & 3,000,000m)	8,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
Sterling Bonds, £500,000	2,500,000	6*	" " "	London.	1895	...	1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1890	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec.	" "	1905	...	2d Mort. (") gold	350,000	7*	March & Sept.	New York.	1886	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	" "	1903	...	1st Mort. (Leavenworth Branch)	492,000	7*	May & Nov.	" "	1896	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	...	2d Mortgage (Gov't Subsidy)	6,308,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	...	3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Illinois Grand Trunk (C. B. & Q.)							Kentucky Central:						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	...	2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1888	....
Illinois Midland:							3d Mortgage	233,000	7	June & Dec.	" "	1885	....
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1908	...	Keokuk and Des Moines:						
Illinois & So. Iowa (W. St. L. & P.)							1st Mort. guar. by C. R. L. & P.	2,750,000	6	April & Oct.	New York.	1923	....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	...	Knox and Lincoln:						
Indiana, Blooming & Western:							1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	...	Knoxville and Ohio:						
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	...	1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	...	Lake Erie and Western:						
Income Bonds	1,500,000	6	" " "	" "	1919	...	1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Indianapolis, Decatur & Spring:							Income Bonds, conv. (non-cum.)	1,435,000	7	August.	" "	1899	....
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	...	1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	" "	....	....
2d Mortgage, Income	2,609,000	7	Jan. & July.	" "	1906	...	Income (Sandusky Extension)	600,000	...	.....	" "	....	....
Indianapolis and Madison:							1st Mort. (La', Bl. & Muncie)	2,600,000	6*	May & Nov.	" "	1919	....
1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	...	Income (")	1,000,000	7	Annually.	" "	1899	....
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	...	1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	...	Lake Shore & Michigan South'n:						
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	...	Consol. Mort., S.F., Reg'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Indianapolis & Vincennes:							Consol. Mort., S.F., Coupon	10,460,000	7	Jan. & July.	" "	1900	....
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...	2d Consol. Mort. for \$25,000,000	5,704,000	7	June & Dec.	" "	1903	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	...	Bonds of 1892 (Reg. & Coupon)	1,556,000	7	April & Oct.	" "	1882	....
International and Gt. Northern:							Lake Shore Dividend Bonds	1,356,000	7	" " "	" "	1899	....
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	...	3d Mort. (Clev., Pain. & Ash.)	920,000	7	" " "	" "	1892	....
2d M. Income (purchase money)	4,721,000	8	Mar. & Sept.	" "	1909	...	1st Mort. (Mich. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
Ionia and Lansing (I. L. & N.)							1st Mort. (Cleveland & Toledo)	1,596,000	7	Jan. & July.	" "	1885	....
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	...	2d Mort. (")	819,000	7	April & Oct.	" "	1886	....
Iowa Falls and Sioux City:							Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	...	Mort. Bonds (")	800,000	7	March & Sept.	" "	1886	....
Iowa Midland (C. & N. W.):							Mort. Bonds (")	2,854,000	7	April & Oct.	" "	1898	....
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	...	1st M. (Det't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
Iowa & Min. ex. (C. M. & St. P.)							1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	...	1st M. (School. & Three Rivers)	100,000	8	" " "	" "	1887	....
Kthaca, Auburn and Western:							1st M. (Kalamaz. & Schoolcraft)	100,000	8	" " "	" "	1887	....
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	...	1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" " "	" "	1888	....
Jackson, Lamo. & Sag. (Mich. Cen.)							1st M. (Jamestown & Franklin)	397,000	7	" " "	" "	var	....
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Skg. Fd.....	468,000	7	April & Oct.	Philadelphia.	1892	....	1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
Long Island:							1st Mort. (North rn Division)...	572,000	7	March & Sept.	"	1909	....
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	....	1st Mort. (O'hekoah Division)...	200,000	7	Feb & Aug.	"	1909	....
1st Mortgage (Glen Cove Br.)...	150,000	6	"	"	1884	....	1st Mort. (Wausau Division)...	280,000	7	"	"	1910	....
1st Mortgage.....	1,121,500	7	"	"	1898	....	1st Mortgage (Equipment).....	179,000	9	June & Dec.	"	1899	....
1st Mort. (Smithtown & Ft. Jef.)	988,772	7	Feb. & Aug.	"	1918	....	Mineral Point:						
1st Mort. (Newtown & Fluh.)...	114,900	7	"	"	'81-'82	....	1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
1st Mort. (N. Y. & Rockaway)...	600,000	7	March & Sept.	"	1901	....	1st Mortgage & St. Louis:						
1st Mort. (N. Y. & Rockaway)...	106,500	7	May & Nov.	"	1891	....	1st Mort. (Min. to Merriam Junc.)	455,000	7	June & July.	New York.	1907	....
1st Mort. (N. Y. & Rockaway)...	230,000	7	April & Oct.	"	1901	....	1st Mort. (Merriam J. to Al. Lea)	956,000	7	June & Dec.	"	1927	....
Louisiana & Mo. Riv. (Ch. & Al.):							1st M. (Min. to White B.L.) guar.	280,000	7	May & Nov.	"	1907	....
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	....	1st Mort. (Al. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	"	1909	....
2d Mortgage.....	800,000	7	May & Nov.	"	1900	....	Mortgage (Southw. R.R.) gold...	12,000 pm	7	"	"	1910	....
Louisville, Cin. and Lexington:							Minnesota Valley, O. & N.W.):						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....	1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
New Mortgage for \$1,000,000....	761,700	7	April & Oct.	"	1907	....	Mississippi and Tennessee:						
Louisville and Nashville:							1st Mortgage, Series A.....	978,000	8	April & Oct.	New York.	1902	....
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1930	....	2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	"	1902	....
Consol. M.R. S.F. for \$8,000,000	7,070,000	7	April & Oct.	"	1898	....	Missouri, Kansas and Texas:						
2d Mortgage, Gold 10-year.....	2,000,000	7	May & Nov.	"	1883	....	1st Mort. (U. Pac. S. Br.) skg fund	2,314,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Lebanon Branch).....	88,000	7	"	New York.	'80-'85	....	1st Mort. (Tebco & Neosho) S.F.	349,000	7	June & Dec.	"	1903	....
1st Mort. (Memphis and Ohio)...	8,500,000	7	June & Dec.	London.	1901	....	Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	"	'04-'06	....
1st Mort. (Memph. & Clarksv. Br.)	2,270,770	6	Feb. & Aug.	"	1902	....	2d Mortgage, Income.....	7,571,658	6	April & Oct.	"	1911	....
1st Mort. (Cecilian Branch).....	1,000,000	7	March & Sept.	New York.	1907	....	Brownville Bridge bonds, guar.	956,000	7	May & Nov.	"	1906	....
1st Mort. (N. Orleans and Mo.)...	5,000,000	6	Jan. & July.	"	1930	....	Consol. Mort. for \$45,000,000....						
Mort. (Evans, Hend. & Nash.)...	1,000,000	6	June & Dec.	"	1919	....	Missouri Pacific:						
Louisville Loan (no mortgage)...	850,000	6	Apr. and Oct.	"	'86-'87	....	1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	....
Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	....	2d Mortgage sinking fund.....	2,573,000	7	Jan. & July.	"	1891	....
Louisv. Loan (Leb. Br. Exten.)...	338,000	6	April & Oct.	N. Y. & Louis.	1893	....	3d Mortgage.....	4,500,000	7	May & Nov.	"	....	....
Debiture Bonds 1850.....	2,650,000	6	Jan. & July.	New York.	1884	....	St. Louis County Debt ..	700,000	7	Monthly	St. Louis.	1885	....
Trust Company Certificates.....	492,200	6	April & Oct.	"	1884	....	Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....
Louisville, New Albany & Chic.:							1st Mort. (Carondelet Branch)...	250,000	6	April & Oct.	"	1893	....
1st Mortgage.....	3,000,000	6	"	"	....	....	Consol. Mortgage for \$39,000,000	409,000	6	May & Nov.	"	1920	....
McKean and Buffalo:							1st Mort. (Missouri River R.R.)	479,000	7	April & Oct.	"	1889	....
1st Mortgage.....	338,000	7	Jan. & July.	Buffalo.	1905	....	1st Mort. (St. L. and Lex.)...	650,000	7	"	"	....	....
Macon and Augusta:							1st Mort. (Kan. City and East.)...	248,000	6	Jan. & July.	"	1894	....
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....	1st M. (St. L. Kan. & Arizona).	1,200,000	....	"	"	....	....
1st Mortgage not endorsed.....	100,000	7	"	"	1887	....	1st Mort. (Lexington & Southern)	1,050,000	....	"	"	....	....
Madison & Portage (C. M. & St. P.):							Mobile and Girard:						
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902	....	2d Mort. end. by Cent. R.R. of Ga.	700,000	8	Jan. & July.	New York.	1889	....
McDonough Coal:							3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	"	1897	....
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	....	Mobile and Ohio:						
Maine Central:							1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
Consolidated 1st Mortgage.....	\$ 903,700	7	April & Oct.	Boston.	1912	....	First Preferred Debentures....	5,300,000	7	As declared on or before Feb'y 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking Fund.	....
\$1,100,000 Loan, tax free.....	758,800	7	Jan. & July.	"	1898	....	Second Preferred Debentures..	1,850,000	7	"	"	"	....
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....	Third Preferred Debentures...	600,000	7	"	"	"	....
\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Monthly.	"	'90-'91	....	Fourth Preferred Debentures..	900,000	7	"	"	"	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl n	1883	....	Caro Extension.....	600,000	6	Jan. & July.	"	1892	....
Consol. Loan (Port. & Kennebec).	1,166,700	6	"	Boston.	1895	....	Morris and Essex (D. L. & W.):						
1st Mort. (Leeds & Far'd'gton)...	633,000	6	Jan. & July.	"	1901	....	1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
Bath (Androscoogin) Loan.....	426,000	6	J. A. J. & O	"	1891	....	2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	....
Manhattan Beach:							Convertible bonds.....	284,000	7	Jan. & July.	"	1907	....
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....	Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	....
2d M., conv. (")	200,000	7	"	"	1890	....	Special Mortgage.....	1,025,000	7	"	"	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	"	1890	....	Consol. mort. for \$25,000,000 guar	6,050,000	7	June & Dec.	"	1915	....
Marietta and Cincinnati:							Nashua and Lowell:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....	Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1892	....
2d Mortgage Dollar.....	2,450,000	7	May & Nov.	Baltimore.	1891	....	Nashville, Chattanooga & St. Louis:						
3d Mortgage Dollar.....	2,500,000	8	Jan. and July.	"	1896	....	1st Mort., endorsed by Tenn....	898,000	6	Jan. & July.	New York.	'81-'86	....
4th Mortgage.....	3,000,000	8	April & Oct.	"	1903	....	2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	"	'81-'91	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....	New Mortgage for \$6,800,000...	4,902,000	7	Jan. & July.	"	1913	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....	1st M. (Mc M. & M. & W. & A. R. R.)	320,000	6	"	"	1918	....
1st Mort. (Cin. & Balt.).....	750,000	7	Jan. & July.	"	1900	....	1st Mort. (Tenn. & Pacific R.R.)	300,000	8	"	"	1918	....
Marquette, Houghton & Ontonagon:							1st Mort. (Jasper Br. Extension)	90,000	8	"	"	1906	....
1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	Boston.	1892	....	Nashville and Decatur (L. & Nash.):						
1st Mortgage.....	2,482,200	6	March & Sept.	"	1908	....	1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
Massachusetts Valley (C. & P. R.):							2d Mortgage gold.....	178,000	6	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1890	....	Natchez, Jackson and Columbus:						
Massachusetts Central:							1st Mortgage, gold.....	600,000	7	April & Oct.	New York.	1910	....
1st Mortgage for \$3,500,000....	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....	Nevada Central:						
2d Mortgage.....	1,284,000	7	Jan. & July.	New York.	1915	....	1st Mortgage, gold.....	720,000	6	April & Oct.	New York.	1904	....
1st Mortgage (Tennessee Div.)...	1,400,000	7	"	"	1916	....	Newark, Somerset & Stratsville:						
Consolidated Mortgage.....	561,000	7	"	"	1916	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Memphis and Little Rock:							Newburg, Dutchess and Conn.:						
General Mortgage, Land Grant.	2,500,000	4	January.	"	1907	....	Income Bonds.....	1,164,500	....	"	"	....	....
Metropolitan Elevated:							Newburg and New York:						
1st Mortgage.....	\$1,090,000	6	Jan. & July.	New York.	1908	....	1st Mortgage.....	250,000	7	"	New York.	....	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	"	1899	....	New Haven and Derby:						
Mexican Central:							1st Mortgage.....	800, 00	7	May & Nov.	New Haven.	1888	....
1st Mortgage.....	11,430,000	7	"	"	....	....	2d Mort. guar. by New Haven...	225,000	7	Various.	New Haven.	r	....
Income Bonds conv., non-cum....	2,000,000	3	"	"	....	....	New Haven and Northampton:						
Mexican National:							1st Mortgage.....	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mortgage, gold.....	7,500,000	6	"	"	1911	....	Convertible bonds, tax free.....	100,000	6	April & Oct.	"	1882	....
Michigan Air Line (Mich. Cent.):							Holyoke and Westfield bonds...	280,000	6-7	"	"	'91-'98	....
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....	Consol. Sinking Fund Bonds...	1,000,000	6	"	"	1909	....
Michigan Central:							New Jersey and New York:						
1st Mortgage, convertible.....	437,000	8	April & Oct.	New York.	1882	....	1st Mortgage, 1880.....	275,900	6	May & Nov.	Jersey City.	1910	....
1st Mortgage sinking fund conv.	1,508,500	8	"	"	1882	....	New Jersey Southern:						
Consol. Mortgage for \$13,000,000	5,000,000	7	May & Nov.	"	1902	....	1st M. (Int. guar. by N.Y. & L.B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Mich. Air Line) assum'd	1,900,000	8	Jan. & July.	"	1890	....	1st Mort. (Long Br. & Sea Sh.)...	200,000	7	June & Dec.	"	1899	....
Equipment Bonds for \$100,000...	558,000	8	Apr. and Oct.	"	1883	....	New London Northern:						
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	"	1909	....	1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	....
Mich. So. and North's Indiana:							2d Mortgage.....	387,500	7	June and Dec.	"	1892	....
1st Mort. assum'd by L.S. & M.S.	5,240,000	7	May & Nov.	New York.	1885	....	Consol. Mortgage for \$1,500,000.	512,000	5	Jan. & July.	"	1910	....
Middletown, Unionv. & W. Gap:							New Orleans, Mobile and Texas:						
1st Mortgage tax free.....	400,000	7	May and Nov.	New York.	1886	....	1st Mortgage, gold, 1880.....	5,000,000	6	Jan. & July.	New York.	1930	....
Midland of New Jersey:							2d Mortgage, debenture, 1880...	3,000,000	6	May & Nov.	"	1890	....
1st Mortgage.....	2,500,000	5-6	April & Oct.	New York.	1910	....	New Orleans Pacific:						
Income Bonds, Class A and B....	4,700,000	8	"	"	1950	....	1st Mortgage, 1890.....	4,000,000	6	Jan. & July.	N.Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		
			When.	Where.						When.	Where.				
New York & Canada (D. & H. C.):	\$ 4,000,000	6*	May & Nov.	London.	1904	...	Ohio Central:	\$	6*	Jan. & July.	New York.	1920	...		
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	New York.	1883	...	1st Mortgage, gold.....	3,000,000	7	"	"	"	1920	...	
New York Central & Hudson R.:						...	Income bonds, non-cum., 1880..	3,000,000	6	"	"	"	1920	...	
Debt Certificates (N. Y. Cent.)	6,652,900	6	"	"	"	1883	...	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	...	
Bonds for B. & N. F. stg. (")	74,500	6	"	"	"	1883	...	Ohio and West Virginia:							
Bonds for R. R. Stocks (")	592,000	6	"	"	"	1883	...	1st Mortgage sinking fund.....	1,884,000	7	May & Nov.	New York.	1910	...	
Bonds for Real Estate (")	162,000	6	"	"	"	1883	...	Old Colony:							
Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	"	"	1887	...	Plain Bonds.....	1,100,000	6	March & Sept.	Boston.	1896	...	
2d Mort. (Hudson River) B. F.:	1,423,200	7	"	"	"	1885	...	Plain Bonds.....	32,000	6	"	"	"	1884	...
1st Mort., coup. for \$30,000,000..	18,725,000	7	Jan. & July.	"	"	1903	...	Plain Bonds.....	1,692,000	7	"	"	"	1894	...
1st Mort., reg'd	9,733,333	6*	"	"	London.	1903	...	Plain Bonds.....	390,500	7	Various.	"	"	1881	...
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	"	"	1903	...	Plain Bonds.....	500,000	6	June & Dec.	"	"	1895	...
New York City and Northern:							...	Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	"	1897	...
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	...	Oil Creek (Buffalo, Pittsb. & W.):								
New York Elevated:							1st Mortgage.....	550,000	7	April & Oct.	Philadelphia.	1882	...		
1st Mortgage \$ or £.....	8,500,000	7	Jan. & July.	New York.	1906	...	Omaha and Southwestern:								
New York and Greenwood Lake:							1st Mortgage, guar.....	1,084,000	8	June & Dec.	Boston.	1896	...		
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	Oregon and California:								
2d Mortgage, Income.....	1,800,000	7	March & Sept.	"	...	...	1st Mortgage, gold.....	10,950,000	7*	April & Oct.	Frankfort.	1890	...
New York and Harlem:							Oregon Central:								
Consol. Mort. for \$12,000,000....	10,500,000	7	May & Nov.	New York.	1900	...	1st Mortgage.....	4,895,000	7	Jan. & July.	New York.	1891	...		
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	...	2d Mortgage.....	300,000	7	March & Sept.	"	1906	...		
N. York, Housatonic & Nor.:							Oregon Pacific:								
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	...	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	...		
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):								
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	...	1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	...		
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	...	Income Mortgage.....	203,000	7	Feb. & Aug.	"	1891	...		
3d Mortgage.....	4,852,000	7	"	"	1883	...	Oswego and Syracuse (D. L. & W.):								
4th Mortgage, convertible, ex'td.	2,937,000	6*	April & Oct.	"	1920	...	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	1908-85	...		
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	...	Consolidated Mortgage, guar...	888,900	7	March & Sept.	"	1907	...		
Buffalo Branch, 1st mortgage.....	182,900	7	Jan. & July.	"	1891	...	Ottawa, Oswego and Fox River:								
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	...	1st Mortgage guar by C. B. & Q.	1,074,000	8	Jan. & July.	N. Y. & Bos.	1900	...		
1st Consol. Mortgage, gold.....	16,656,000	7*	March & Sept.	N. Y. or Lond.	1920	...	Paducah and Elizabethtown:								
1st Consol. M., Fund, Coup. Bds	3,699,248	7*	"	"	1920	...	1st Mortgage.....	229,904	8	Feb. & Aug.	New York.	1897	...		
New 2d Consol. Mort., gold.....	24,400,000	6*	June & Dec.	"	1909	...	2d Mortgage Income.....	1,141,000	7	April.	"	1897	...		
New 2d do. funded coupons.....	8,597,400	6*	"	"	1909	...	Painesville and Youngstown:								
Income bonds (non-cumulative)	608,008	6*	"	"	1977	...	1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	...	
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	839,300	7	.....	.....	.....	...
New York and New England:							Panama:								
1st Mort., new for \$10,000,000...	6,468,000	6-7	Jan. & July.	Boston.	1906	...	General Mort., stg. (£1,000,000).	3,968,000	7*	April & Oct.	London.	1897	...		
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	...		
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	...	Paterson, Newark & N. Y. (Erie):								
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	.....	.....	.....	...
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1896	...	Pennsylvania:								
1st Mort., gold, Income, 1890....	35,000,000	7*	Jan. & July.	"	1908	...	General Mortgage.....	19,999,700	6	Jan. & July.	Phil. or Lond	1910	...		
2d Mortgage \$ & £ Income, 1880..	14,500,000	6*	May & Nov.	"	1910	...	General Mortgage, registered..	6	April & Oct.	"	"	1910	...		
3d Mortgage \$ & £ Income, 1880..	30,000,000	6*	"	"	1915	...	Consolidated Mortgage, 1873....	22,201,640	6	M. J. S. & D.	"	1905	...		
Leased Lines Rental Trust, 1872	6,355,000	4-5	Jan. & July.	"	1902	...	Consolidated Mort gold, 1879....	6,000,000	6	June & Dec.	"	1909	...		
Leased Lines Rental Trust, 1873	3,858,000	2-7	"	"	1903	...	State lien for \$1,500,000, stg. fd.	4,091,678	6*	April & Oct.	Philadelphia.	191-90	...		
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	.....	...
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	...	Pennsylvania Company:								
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R.R.)	8,400,000	6	.....	Philadelphia.	Dem	...	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	...	Registered bonds.....	3,300,000	6	J. A. J. & O.	"	1907	...		
Norfolk & Petersb.—See Atl. M. & O.							Bonds gold, guaranteed, 1881..	10,000,000	4*	"	"	1921	...		
North Carolina:							Pennsylvania & New York (L. V.):								
1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1888	...	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1898	...		
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed.....	1,500,000	7	"	"	1908	...		
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	...	Peoria & Bureau Val. (C. R. I. & P.):								
North Pennsylvania:							1st Mortgage guaranteed.....	300,000	8	Feb. & Aug.	New York.	1893	...		
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1888	...	Peoria, Decatur and Evansville:								
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	...	1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	...		
General Mortgage.....	2,669,500	7	Jan. & July.	"	1903	...	Income Bonds, non-cum., 1880..	455,000	6	"	"	1920	...		
Bonds of 1881, secured by stock	1,200,000	6	"	"	.....	...	1st Mort. (Evansville Division)..	750,000	6	March & Sept.	"	1920	...
Northeastern (S. U.):							Income Bonds (do), non-cum.....	750,000	6	"	"	1920	...		
1st Mortgage.....	820,080	8	March & Sept.	Charleston.	1899	...	Peoria, Pekin and Jacksonville:								
2d Mortgage.....	236,000	8	"	"	1899	...	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	...		
Northern (Cal.):							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	...		
1st Mortgage.....	2,435,000	6	"	"	1907	...	Perkiomen (Phila. and Rdg.):								
Northern Central (Mich.):							1st Mortgage.....	799,600	6	April & Oct.	Philadelphia.	1887	...		
1st Mortgage.....	1,525,000	7	"	"	1908	...	Consol. Mort gold S. F. guar...	1,126,000	6*	June & Dec.	"	1913	...		
Northern Central:							Peterborough (N. H.):								
1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	...	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	...		
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	...	Petersburg:								
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	...	1st Mortgage (installments)...	500,000	8	Jan. & July.	New York.	1908-96	...		
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	...	2d Mortgage.....	300,000	8	May & Nov.	"	1902	...		
Mortgage registered.....	205,000	6*	April & Oct.	Baltimore.	1900	...	Philadelphia and Balt. Central:								
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	...	1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	...		
Second Gen'l Mort. coupon "A"	3,000,000	6	"	Baltimore.	1926	...	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	...		
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1926	...	2d Mortgage.....	400,000	7	"	"	1900	...		
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):								
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	...	1st Mort. (Bunbury & Erie)....	975,000	7	April & Oct.	Philadelphia.	1897	...		
2d Mortgage.....	200,000	7	March & Sept.	"	1889	...	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1911	...		
Northern Pacific:							2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia.	1883	...		
1st Mort., l. g., Mo. Div.....	2,383,895	6	"	New York.	.....	...	General Mort. for \$20,000,000..	8,680,000	6*	"	Phil. or Lond.	1920	...
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	"	1919	...	Philadelphia and Reading:								
Consol. Mort., l. g., gold, 1880....	20,000,000	6*	Jan. & July.	"	1921	...	Receiver's Certificates, 1880...	1,800,000	4-5	.....	Philadelphia	.....	...
Northwestern Virginia:							Loan of 1868, debenture.....								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$					
1st M. guar by Phila. & Rdg...	700,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage sng fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt:							1st Mortgage sng fd. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible...	240,500	6	Jan. and July.	Phila. & Balt.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1867	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	"	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	300,000	10	March & Sept.	"	1880	....
Loan of 1880	1,000,000	6	June & Dec.	"	1910	....	St. Louis Iron Mt. and Southern:						
Pittsburg, Cin. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Brh)	2,500,000	7	June & Dec.	New York.	1895	....
Consol. Mortgage for \$100,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	1897	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	1891	....
Pittsburg and Connelville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1888	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turtle Creek Div.)	323,000	6	Feb. & Aug.	Pittsburg.	1882	....	2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, Ft. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....	Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,838,500	7	April & Oct.	"	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (Omaha Div.) gold	2,350,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,500	6	Jan. & July.	New York.	1888	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	419,305	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mortgage A for \$500,000	5,064,32	3	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	2d Mort. B. & O for \$5,200,000	1,000,000	7	June & Dec.	"	1895	....
2d Mortgage (Series J)	860,000	7	April and Oct.	"	1912	....	Equipment Mortgage	800,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	....	Land Debentures	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	....	Mo. and Western R. R. Mort.	200,000	6	"	"	1919	....
2d Mortgage (Series M)	860,000	7	Jan. and July.	"	1887	....	Joplin Railroad Bonds						
31 Mortgage	2,000,000	7	March & Sept.	"	1884	....	St. Louis, Vandalia & Terre Haute:						
Construction Bonds—renewed	1,000,000	8	"	"	1884	....	1st Mortgage, S. F. guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
Pittsburg and Lake Erie:							2d Mortgage, (A.) guaranteed	1,000,000	7	May & Nov.	"	1898	....
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
Pittsburg, Va. and Charleston:							St. Paul, Minn. and Manitoba:						
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
Portland & Ogdensburg:							1st Mort. (St. Paul to Watah)	368,000	7	Jan. & July.	"	1892	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	1st Mort., L. G., sinking fund	1,459,900	7	"	N. Y. & Lond	1909	....
New Mort. gold, for \$3,300,000	2,268,000	6	May and Nov.	"	1901	....	2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
Portland and Rochester:							1st M. Dakota Ext. for \$3,000,000	2,250,000	6	May & Nov.	New York.	1910	....
1st Mort. (Portland Loan) sng fd	700,000	6	Jan. & July.	Boston.	1887	....	2d Mortgage, gold	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mortgage (equal lien)	860,000	7	April & Oct.	"	1887	....	Savannah, Florida and Western:						
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....	1st Mortgage, Consolidated	1,668,000	7	Jan. & July.	"	1897	....
Port Royal and Augusta:							Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	"	New York.	1879	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	"	1888	....
Income bonds	1,500,000	6	"	"	1899	....	2d Mort. (")	200,000	7	"	"	1889	....
Portsmouth, Gt. Falls & Conway:							Savannah, Griffin & North Ala.:						
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....	1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Providence and Springfield:							Schenectady and Duanebury:						
1st Mortgage	600,000	7	Jan. & July.	Providence.	1892	....	1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Providence and Worcester:							Scioto Valley:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
Raleigh and Gaston:							2d Mortgage S. F.	294,000	7	April & Oct.	"	1894	....
1st Mortgage	820,000	8	Jan. & July.	Phil. & Balt.	1898	....	Shamokin Valley & Pottsville:						
Reading and Columbia (P. & H.):							1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....	Shenandoah Valley:						
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	2,100,000	7	"	"	1909	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	2d Mortgage, Income	1,400,000	7	"	"	1909	....
Rensselaer and Saratoga:							Shenango and Allegheny:						
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Rhinebeck and Connecticut:							Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, gold	800,000	7	"	"	1890	....	1st Mortgage, 1830	200,000	4	March & Sept.	New Haven.	1910	....
Richmond and Allegheny:							Sioux City and Dakota:						
1st Mortgage, gold, 1880	5,000,000	7	"	"	1890	....	1st Mort. (Dakota Southern)	600,000	Feb. & Aug.	New York.	1894	....
Richmond and Danville:							1st M. (Sioux City & Pembina)	300,000	June & Dec.	"	1903	....
Virginia State Loan, sng fd.	508,000	6	Jan. & July.	Richmond.	1890	....	Sioux City and Pacific:						
Virginia State bonds, guar.	109,400	6	"	"	1875	....	1st Mortgage	1,628,000	6	Jan. & July.	New York.	1898	....
1st Mort. (Peidmont branch)	500,000	8	"	"	1888	....	2d Mortgage (Gov. Subsidy)	1,628,000	6	"	U.S. Treasury	1898	....
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	1890	....	Somerset:						
Consolidated Mortgage	1,726,900	6	May and Nov.	New York.	'78-'90	....	1st Mortgage, gold	450,000	7	Jan. & July.	"	1891	....
Gen'l Mort. gold for \$6,000,000	1,728,000	6	April & Oct.	"	1904	....	South Carolina:						
R. ch., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,867	6	Jan. & July.	London.	'78-'88	....
Berling Loan	57,227	6	Jan. & July.	London.	'85-'95	....	1st Mortgage (L.) currency	1,051,500	6	"	New York.	'78-'88	....
Dollar Loan	177,516	6	Various.	Richmond.	'80-'90	....	2d Mort. for \$3,000,000	1,026,500	7	April & Oct.	"	1902	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	'81-'90	....	Domestic (I) Bonds	1,067,500	7	"	Charleston.	1891	....
Richmond and Petersburg:							Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	'80-'92	....
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	'81-'86	....	South and North Alabama:						
N. w. Mortgage of 1875	50,000	7	May and Nov.	"	1915	....	1st Mort., endor. by Ala. gold	391,000	8	Jan. & July.	New York.	1890	....
Rochester and State Line:							Sterling Mort., guar. by L. & N.	5,076,940	6	May & Nov.	London.	1903	....
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....	Southern Central (N. Y.):						
Rock Island and Pacific:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....	2d Mortgage	600,000	7	March & Sept.	"	1882	....
Rome, Watertown & Ogdensburg:							1st Mortgage, Interest Bonds	575,050	7	Feb. & Aug.	"	1887	....
1st Mortgage (W. & R.) Sng Fd.	422,500	7	March & Sept.	New York.	1910	....	2d Mortgage, Interest Bonds	42,000	7	March & Sept.	"	1887	....
2d Mortgage	1,000,000	7	Jan. & July.	"	1892	....	Southern Iowa and Cedar Rapids:						
General Mort. S. F.	1,021,500	7	June & Dec.	"									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904		1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1905	
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	
1st Mortgage.....	1,000,000	7	"	"	"		Wash. City & Ft. Lookout (B&O):						
Syracuse, Bing. & N.Y. (D.L.&W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906		Wash. City, Va. Mid. & Gt. So.:						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887		1st Mort. (O., Alex. & Manassas).....	1,050,000	7	Jan. and July.	Baltimore.	1882	
Syracuse, Chenango and N. Y.:							2d Mort. (").....	333,000	7	Apr. and Oct.	"	1891	
1st Mortgage.....	261,400	7	Feb. and Aug.	Syracuse.	1907		1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	
Syracuse, Geneva and Corning:							2d Mort. (").....	1,197,500	6	Jan. and July.	"	1875	
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1906		3d Mort. (").....	600,000	6	May and Nov.	"	1873	
Terre Haute & Indianapolis:							4th Mort. (").....	700,000	6	March & Sept.	"	1880	
Bonds of 1873 for \$1,600,000.....	1,760,000	7	April & Oct.	New York.	1893		General Mortgage.....	1,072,000	7	May and Nov.	"	1893	
Terre Haute & Logans. (T.H.&I.):							1st Mortgage (Lynchb. & Danv.).....	1,810,000	6	Apr. and Oct.	"	1896	
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910		Funded Coup. (Orange & Alex.).....	872,949	6	Various.	"	1880	
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906		1st Mortgage.....	234,000	7	Apr. and Oct.	New York.	1901	
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905		General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	
2d Mortgage Consolidated.....	7,619,000	6*	June & Dec.	"	1905		Western of Alabama:						
Income and Land Grant.....	1,177,000	7	July.	N. Y. & Phil.	1915		1st Mortgage (Western R.R.).....	600,000	6	Apr. and Oct.	New York.	1883	
1st Mort. gold, (Rio Grande Div.).....	6,000,000	6*	Feb. & Aug.	"	1920		1st Mortgage (M. & W. Point R.R.).....	300,000	6	Jan. & July.	"	1881	
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,168,008	6	April & Oct.	"	1890	
1st Mortgage gold, 1880.....	1,040,000	6*	June & Dec.	New York.	1910		Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	1891	
1st Mortgage, gold, 1881.....	3,000,000	6*	"	"	1921		Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910		1st Mort. endor. by Balt.....	200,000	6	"	"	1890	
2d Mort., Income (non-cum) 1880.....	2,250,000	6	"	"	1910		2d Mort. (").....	300,000	6	"	"	1895	
Troy and Boston:							2d Mort. endor. by Wash. Co.	300,000	6	"	"	1895	
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894		2d Mortgage preferred.....	600,000	6	"	"	1895	
Convertible Bonds.....	660,000	7	March & Sept.	"	1882		3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904		Funded Coupons.....	520,250	6	"	"	1890	
2d Mortgage, Income Bonds.....	1,842,600	7	"	"	1904		Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	1901	
1st Mortgage gold.....	27,231,000	6*	Jan. & July.	N. Y. & Bos.	1906-09		Land Grant bonds.....	100,000	7	"	"	1901	
1st Mort. Land Grant.....	6,398,000	7	April & Oct.	"	1887		Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	1906-09		1st Mortgage.....	850,000	7	"	"	1890	
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893		Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8	Apr. & Oct.	London.	1896		1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	
Collateral Trust Bonds.....	5,532,000	6	Jan. & July.	New York.	1908		1st Mortgage (Pittsbg. Branch).....	1,000,000	6	Jan. and July.	"	1899	
1st Mortgage (Denver Pacific).....	627,000	7	May & Nov.	"	1899		General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895		Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	
2d Mortgage (Gov. subsidy).....	1,600,000	6	"	U.S. Treasury.	1906-7-8		1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	
Funded Interest Bonds.....	640,000	7	"	New York.	"		1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	128,500	6	May and Nov.	"	1909	
Loan of 1901 (United Compa's).....	5,669,000	6*	March & Sept.	Philadelphia.	1901		Wilmington, Colum. & Augusta:						
Sterling Loan \$369,200 (U. Co's).....	1,846,000	6*	"	London.	1894		1st Mortgage.....	1,500,000	7	June & Dec.	Baltimore.	1910	
Sterling Loan \$360,000 (").....	1,800,000	6*	"	"	1894		Wilmington and Weldon:						
Loan of 1894 St. Fund (").....	2,000,000	6	April & Oct.	Philadelphia.	1894		Sterling Bonds.....	648,700	6*	Jan. and July.	London.	1881	
Loan of 1888 (United Compa's).....	164,000	6	Feb. and Aug.	"	1888		Sterling Bonds (next lien).....	221,400	7*	May and Nov.	"	1886	
Loan of 1905 (").....	841,000	6	March & Sept.	"	1905		Sinking Fund gold, Bonds.....	749,000	7*	Jan. and July.	New York.	1896	
Loan of 1883 (Camden & Amb'y).....	1,700,000	6	Feb. & Aug.	"	1883		Wisconsin Central:						
Loan of 1889 (").....	816,000	6	June & Dec.	Princeton.	1889		1st Mortgage land grant gold....	8,168,000	7*	Jan. and July.	Boston.	1901	
Mortg. Loan (").....	5,000,000	6	May & Nov.	Philadelphia.	1889		Worcester and Nashua:						
Bond to State (N.J.R.R. & T. Co.).....	100,000	7	April & Oct.	N. Y. (Over Due.)	"		Plain Bonds.....	275,000	6	Various.	Worcester.	1887	
Utah Central:							Plain Bonds.....	250,000	6	Apr. and Oct.	Boston.	1893	
1st Mortgage, gold.....	1,000,000	6*	Jan. & July.	New York.	1890		Plain Bonds.....	400,000	6	Feb. and Aug.	"	1896	
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,833,000	7	Jan. & July.	New York.	1903		Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	600,000	7	Jan. and July.	New York.	1909	
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904		Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1896	
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891		Chesapeake and Ohio:						
General Mortgage for \$1,950,000.....	825,000	7	"	"	1909		Sterling Loan guaranteed.....	4,378,000	5	J. A. J. & O.	London.	1890	
Utah Western:							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1886	
1st Mortgage.....	720,000	7	"	"	1894		Delaware Division (L.O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891		Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merriestown).....	500,000	7	"	"	"		1st Mort. 1 2d series, July 1, 1889	3,500,000	7	Jan. and July.	New York.	1894	
1st Mort. (Clayton & Theresa).....	200,000	7	"	"	"		reg. 1 3d series, Jan. 1, 1871	648,000	7	"	"	1891	
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890		1st Mortgage (Pennsylv. Div.).....	5,000,000	7	March & Sept.	"	1917	
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891		Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	
Mortgage Bonds.....	60,000	6	Apr. and Oct.	"	1909		Convertible Loan, gold.....	711,000	6*	March & Sept.	"	1894	
Missisquoi Railroad.....	600,000	7	Jan. & July.	St. Albans.	1891		1st Mortgage, registered.....	5,881,540	6	J. A. J. & O.	"	1894	
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883		Mortgage (equip.) Loan, gold.....	4,665,000	6*	June & Dec.	"	1897	
Convertible bonds.....	160,000	7	"	"	1886		Consolidated Mortgage.....	2,464,000	7	"	"	1911	
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	
1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890		McGraw (and Banking):						
General 2d series (blue).....	800,000	7	"	"	1890		1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	
Mortgage 3d series (black).....	138,000	7	"	"	1890		Boat Loan, sinking fund.....	220,000	7	"	"	1886	
4th series (not end.).....	1,180,800	7	Apr. and Oct.	"	1890		Preferred Stock Dividend Scrip.	105,104	7	Feb. and Aug.	"	1894	
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000.....	8,000,000	6*	June & Dec.	New York.	1920		Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	
1st Mort. (Toledo and Illinois).....	900,000	7	Feb. and Aug.	"	1890		Schuylkill Navigation (Ph. & Rgr.).....	1,709,230	6	M. S. J. & D.	Philadelphia.	1897	
1st Mort. (L. Erie, Wab. & St. L.).....	2,500,000	7	"	"	1890		2d Mortgage, extended.....	3,990,392	6	Jan. and July.	"	1897	
1st Mort. (St. West. Rwy of 59).....	2,425,000	7	"	"	1893		Improvement bonds.....	228,000	6	May and Nov.	"	1830	
1st Mort. (Quincy and Toledo).....	500,000	7	May & Nov.	"	1890		Boat and Car Loan.....	750,650	6	"	"	1913	
1st Mort. (Ill. & South'n Iowa).....	80,000	7	Feb. and Aug.	"	1882		Boat and Car Loan.....	628,100	7	"	"	1916	
1st Mort. (Decatur & East St. L.).....	2,760,000	7	"	"	1893		Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1896	
2d Mort. (Toledo and Wabash).....	1,000,000	7	May and Nov.	"	1893		Sasquehanna:						
2d Mort. (Wabash & Western).....	1,600,000	7	"	"	1878		2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phil. & Balt.	1886	
2d Mort. (St. West. Rwy of 59).....	2,500,000	7	"	"	1893		3d Mortgage (Sasqueh. Canal).....	1,823,000	6	"	"	1913	
Consol. (To. Wab. & West.).....	2,610,000	7	Feb. and Aug.	"	1907		Prof. Int. Bds (").....	325,210	6	"	"	1894	
Funded coupons.....	2,942,450	4-7	"	"	1893		Western Union Telegraph:						
Mortgage of 1879.....	1,000,000	7	Apr. and Oct.	"	1909		Real Estate Bonds, Sinking Fund.....	1,375,000	6	May & Nov.	New York.	1902	
Seney Mortgage.....	620,000	7	Jan. & July.	"	1882		Bonds (S.F.) Conv. till May 1885.....	3,920,000	6	"	"	1900	
1st Mort. (To. P. and West.).....	4,500,000	7	April & Oct.	"	1917		Sterling Bonds, Sinking Fund.....	961,808	7	March & Sept.	London.	1900	
1st Pref. Income (do.).....	2,900,000	4	"	"	"								
2d Pref. Income (do.).....	1,000,000	"	"	"	"								

the *ac. rets* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.													Value of Shares.							
Years ending.	Railroad.		Rolling Stock.		Companies.		Property and Assets.		Liabilities.			Operations.		Earnings.		Par.	p.c.			
	Main Line.	Branch Line.	21 Track and Sidings.	Gauge of Track.	Engines.	Cars.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Trains Moved.	Passengers.	Tons.			Gross.	Net.	Dividends.
Sept. 30, 1879.	60.0		29.4	1-3	3	41	8	55	Adirondack	2,619,412	109,280	4,937,000	9,000,000	1,791,784	100	23,892	32,970	78,482	15,600	
Sept. 30, 1880.	60.0		10.0	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1881.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1882.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1883.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1884.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1885.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1886.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1887.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1888.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1889.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1890.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1891.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1892.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1893.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1894.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1895.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1896.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1897.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1898.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1899.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1900.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1901.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1902.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1903.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1904.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1905.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1906.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1907.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1908.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1909.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1910.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1911.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1912.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1913.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1914.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1915.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1916.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1917.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1918.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1919.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1920.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1921.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1922.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1923.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1924.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1925.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1926.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1927.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1928.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1929.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1930.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1931.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1932.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1933.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1934.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1935.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1936.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1937.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1938.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1939.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1940.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 30, 1941.	60.0		27.8	1-3	23	14	8	341	Alabama and Gt. Southern	10,383,000		8,000,000	1,791,784	100	48,404	32,970	78,482	15,600		
Sept. 3																				

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending	Railroad			Rolling Stock			Companies			Property and Assets			Abstract of General Balance Sheet			Operations			Earnings			Value of Shares						
	Main Line	Branch Line	2d Track and Sidings	Gauge of Track	Engines	Pass.	R. M. E.	Freight.	Car.	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight.	Gross.	Net.	Dividends.	Market.	Par.	P. a.	
Dec. 31, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	L. S. & Mich. S. N. Y. P. O. Mo. Ind. & Ill.	70,740,479	14,780,000	4,807,820	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Nov. 30, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Lehigh Valley	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Oct. 31, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Ligonier Valley	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Sept. 30, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Little Miami	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Aug. 31, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Long Island	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
July 31, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Los Angeles and Independent	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
June 30, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Louisville & Nashville, Ill., T. Ky. & Ala.	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
May 31, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Louisville, Cincinnati and Lexington, Ky.	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
April 30, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Louisville, N. A. & Chicago	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
March 31, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	McKean and Buffalo	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Feb. 28, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Manchester and Lawrence	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Jan. 31, 1879	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Navyette Hough, & Ontonagon	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Dec. 31, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Memphis and Little Rock	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Nov. 30, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Michigan Central	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Oct. 31, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Midland and Crawford	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Sept. 30, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Midland of Canada	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Aug. 31, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Milwaukee, L. Shore and Western	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
July 31, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Minneapolis and St. Louis	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
June 30, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Mississippi and Tennessee	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
May 31, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Missouri, Iowa and Nebraska	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
April 30, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Missouri, Kansas and Texas	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
March 31, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Missouri Pacific	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Feb. 28, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Mobile and Girard	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Jan. 31, 1878	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Mobile & Ohio	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Dec. 31, 1877	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Montrose	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Nov. 30, 1877	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Nashua and Lowell	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Oct. 31, 1877	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Nashua & Rochester (W. & N.)	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Sept. 30, 1877	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Nashua, Chatham and St. L. T. A. & Ky.	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
Aug. 31, 1877	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Naugatuck	27,423,780	25,487,000	3,473,800	2,477,153	10,000,000	1,489,000	2,546,881	3,078,562	1,718,812	3,909,768	1,859,906	3,927,177	4,458,848	3,227,644	8	100	100	100
July																												

Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	June 30, 1880	July 31, 1880	Aug. 31, 1880	Sept. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	June 30, 1881	July 31, 1881	Aug. 31, 1881	Sept. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	June 30, 1882	July 31, 1882	Aug. 31, 1882	Sept. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	June 30, 1883	July 31, 1883	Aug. 31, 1883	Sept. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	June 30, 1884	July 31, 1884	Aug. 31, 1884	Sept. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	June 30, 1885	July 31, 1885	Aug. 31, 1885	Sept. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	June 30, 1886	July 31, 1886	Aug. 31, 1886	Sept. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	June 30, 1887	July 31, 1887	Aug. 31, 1887	Sept. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	June 30, 1888	July 31, 1888	Aug. 31, 1888	Sept. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	June 30, 1889	July 31, 1889	Aug. 31, 1889	Sept. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	June 30, 1890	July 31, 1890	Aug. 31, 1890	Sept. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	June 30, 1891	July 31, 1891	Aug. 31, 1891	Sept. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	June 30, 1892	July 31, 1892	Aug. 31, 1892	Sept. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 30, 1893	May 31, 1893	June 30, 1893	July 31, 1893	Aug. 31, 1893	Sept. 30, 1893	Oct. 31, 1893	Nov. 30, 1893	Dec. 31, 1893	Jan. 31, 1894	Feb. 28, 1894	Mar. 31, 1894	Apr. 30, 1894	May 31, 1894	June 30, 1894	July 31, 1894	Aug. 31, 1894	Sept. 30, 1894	Oct. 31, 1894	Nov. 30, 1894	Dec. 31, 1894	Jan. 31, 1895	Feb. 28, 1895	Mar. 31, 1895	Apr. 30, 1895	May 31, 1895	June 30, 1895	July 31, 1895	Aug. 31, 1895	Sept. 30, 1895	Oct. 31, 1895	Nov. 30, 1895	Dec. 31, 1895	Jan. 31, 1896	Feb. 28, 1896	Mar. 31, 1896	Apr. 30, 1896	May 31, 1896	June 30, 1896	July 31, 1896	Aug. 31, 1896	Sept. 30, 1896	Oct. 31, 1896	Nov. 30, 1896	Dec. 31, 1896	Jan. 31, 1897	Feb. 28, 1897	Mar. 31, 1897	Apr. 30, 1897	May 31, 1897	June 30, 1897	July 31, 1897	Aug. 31, 1897	Sept. 30, 1897	Oct. 31, 1897	Nov. 30, 1897	Dec. 31, 1897	Jan. 31, 1898	Feb. 28, 1898	Mar. 31, 1898	Apr. 30, 1898	May 31, 1898	June 30, 1898	July 31, 1898	Aug. 31, 1898	Sept. 30, 1898	Oct. 31, 1898	Nov. 30, 1898	Dec. 31, 1898	Jan. 31, 1899	Feb. 28, 1899	Mar. 31, 1899	Apr. 30, 1899	May 31, 1899	June 30, 1899	July 31, 1899	Aug. 31, 1899	Sept. 30, 1899	Oct. 31, 1899	Nov. 30, 1899	Dec. 31, 1899	Jan. 31, 1900	Feb. 28, 1900	Mar. 31, 1900	Apr. 30, 1900	May 31, 1900	June 30, 1900	July 31, 1900	Aug. 31, 1900	Sept. 30, 1900	Oct. 31, 1900	Nov. 30, 1900	Dec. 31, 1900	Jan. 31, 1901	Feb. 28, 1901	Mar. 31, 1901	Apr. 30, 1901	May 31, 1901	June 30, 1901	July 31, 1901	Aug. 31, 1901	Sept. 30, 1901	Oct. 31, 1901	Nov. 30, 1901	Dec. 31, 1901	Jan. 31, 1902	Feb. 28, 1902	Mar. 31, 1902	Apr. 30, 1902	May 31, 1902	June 30, 1902	July 31, 1902	Aug. 31, 1902	Sept. 30, 1902	Oct. 31, 1902	Nov. 30, 1902	Dec. 31, 1902	Jan. 31, 1903	Feb. 28, 1903	Mar. 31, 1903	Apr. 30, 1903	May 31, 1903	June 30, 1903	July 31, 1903	Aug. 31, 1903	Sept. 30, 1903	Oct. 31, 1903	Nov. 30, 1903	Dec. 31, 1903	Jan. 31, 1904	Feb. 28, 1904	Mar. 31, 1904	Apr. 30, 1904	May 31, 1904	June 30, 1904	July 31, 1904	Aug. 31, 1904	Sept. 30, 1904	Oct. 31, 1904	Nov. 30, 1904	Dec. 31, 1904	Jan. 31, 1905	Feb. 28, 1905	Mar. 31, 1905	Apr. 30, 1905	May 31, 1905	June 30, 1905	July 31, 1905	Aug. 31, 1905	Sept. 30, 1905	Oct. 31, 1905	Nov. 30, 1905	Dec. 31, 1905	Jan. 31, 1906	Feb. 28, 1906	Mar. 31, 1906	Apr. 30, 1906	May 31, 1906	June 30, 1906	July 31, 1906	Aug. 31, 1906	Sept. 30, 1906	Oct. 31, 1906	Nov. 30, 1906	Dec. 31, 1906	Jan. 31, 1907	Feb. 28, 1907	Mar. 31, 1907	Apr. 30, 1907	May 31, 1907	June 30, 1907	July 31, 1907	Aug. 31, 1907	Sept. 30, 1907	Oct. 31, 1907	Nov. 30, 1907	Dec. 31, 1907	Jan. 31, 1908	Feb. 28, 1908	Mar. 31, 1908	Apr. 30, 1908	May 31, 1908	June 30, 1908	July 31, 1908	Aug. 31, 1908	Sept. 30, 1908	Oct. 31, 1908	Nov. 30, 1908	Dec. 31, 1908	Jan. 31, 1909	Feb. 28, 1909	Mar. 31, 1909	Apr. 30, 1909	May 31, 1909	June 30, 1909	July 31, 1909	Aug. 31, 1909	Sept. 30, 1909	Oct. 31, 1909	Nov. 30, 1909	Dec. 31, 1909	Jan. 31, 1910	Feb. 28, 1910	Mar. 31, 1910	Apr. 30, 1910	May 31, 1910	June 30, 1910	July 31, 1910	Aug. 31, 1910	Sept. 30, 1910	Oct. 31, 1910	Nov. 30, 1910	Dec. 31, 1910	Jan. 31, 1911	Feb. 28, 1911	Mar. 31, 1911	Apr. 30, 1911	May 31, 1911	June 30, 1911	July 31, 1911	Aug. 31, 1911	Sept. 30, 1911	Oct. 31, 1911	Nov. 30, 1911	Dec. 31, 1911	Jan. 31, 1912	Feb. 28, 1912	Mar. 31, 1912	Apr. 30, 1912	May 31, 1912	June 30, 1912	July 31, 1912	Aug. 31, 1912	Sept. 30, 1912	Oct. 31, 1912	Nov. 30, 1912	Dec. 31, 1912	Jan. 31, 1913	Feb. 28, 1913	Mar. 31, 1913	Apr. 30, 1913	May 31, 1913	June 30, 1913	July 31, 1913	Aug. 31, 1913	Sept. 30, 1913	Oct. 31, 1913	Nov. 30, 1913	Dec. 31, 1913	Jan. 31, 1914	Feb. 28, 1914	Mar. 31, 1914	Apr. 30, 1914	May 31, 1914	June 30, 1914	July 31, 1914	Aug. 31, 1914	Sept. 30, 1914	Oct. 31, 1914	Nov. 30, 1914	Dec. 31, 1914	Jan. 31, 1915	Feb. 28, 1915	Mar. 31, 1915	Apr. 30, 1915	May 31, 1915	June 30, 1915	July 31, 1915	Aug. 31, 1915	Sept. 30, 1915	Oct. 31, 1915	Nov. 30, 1915	Dec. 31, 1915	Jan. 31, 1916	Feb. 28, 1916	Mar. 31, 1916	Apr. 30, 1916	May 31, 1916	June 30, 1916	July 31, 1916	Aug. 31, 1916	Sept. 30, 1916	Oct. 31, 1916	Nov. 30, 1916	Dec. 31, 1916	Jan. 31, 1917	Feb. 28, 1917	Mar. 31, 1917	Apr. 30, 1917	May 31, 1917	June 30, 1917	July 31, 1917	Aug. 31, 1917	Sept. 30, 1917	Oct. 31, 1917	Nov. 30, 1917	Dec. 31, 1917	Jan. 31, 1918	Feb. 28, 1918	Mar. 31, 1918	Apr. 30, 1918	May 31, 1918	June 30, 1918	July 31, 1918	Aug. 31, 1918	Sept. 30, 1918	Oct. 31, 1918	Nov. 30, 1918	Dec. 31, 1918	Jan. 31, 1919	Feb. 28, 1919	Mar. 31, 1919	Apr. 30, 1919	May 31, 1919	June 30, 1919	July 31, 1919	Aug. 31, 1919	Sept. 30, 1919	Oct. 31, 1919	Nov. 30, 1919	Dec. 31, 1919	Jan. 31, 1920	Feb. 28, 1920	Mar. 31, 1920	Apr. 30, 1920	May 31, 1920	June 30, 1920	July 31, 1920	Aug. 31, 1920	Sept. 30, 1920	Oct. 31, 1920	Nov. 30, 1920	Dec. 31, 1920	Jan. 31, 1921	Feb. 28, 1921	Mar. 31, 1921	Apr. 30, 1921	May 31, 1921	June 30, 1921	July 31, 1921	Aug. 31, 1921	Sept. 30, 1921	Oct. 31, 1921	Nov. 30, 1921	Dec. 31, 1921	Jan. 31, 1922	Feb. 28, 1922	Mar. 31, 1922	Apr. 30, 1922	May 31, 1922	June 30, 1922	July 31, 1922	Aug. 31, 1922	Sept. 30, 1922	Oct. 31, 1922	Nov. 30, 1922	Dec. 31, 1922	Jan. 31, 1923	Feb. 28, 1923	Mar. 31, 1923	Apr. 30, 1923	May 31, 1923	June 30, 1923	July 31, 1923	Aug. 31, 1923	Sept. 30, 1923	Oct. 31, 1923	Nov. 30, 1923	Dec. 31, 1923	Jan. 31, 1924	Feb. 28, 1924	Mar. 31, 1924	Apr. 30, 1924	May 31, 1924	June 30, 1924	July 31, 1924	Aug. 31, 1924	Sept. 30, 1924	Oct. 31, 1924	Nov. 30, 1924	Dec. 31, 1924	Jan. 31, 1925	Feb. 28, 1925	Mar. 31, 1925	Apr. 30, 1925	May 31, 1925	June 30, 1925	July 31, 1925	Aug. 31, 1925	Sept. 30, 1925	Oct. 31, 1925	Nov. 30, 1925	Dec. 31, 1925	Jan. 31, 1926	Feb. 28, 1926	Mar. 31, 1926	Apr. 30, 1926	May 31, 1926	June 30, 1926	July 31, 1926	Aug. 31, 1926	Sept. 30, 1926	Oct. 31, 1926	Nov. 30, 1926	Dec. 31, 1926	Jan. 31, 1927	Feb. 28, 1927	Mar. 31, 1927	Apr. 30, 1927	May 31, 1927	June 30, 1927	July 31, 1927	Aug. 31, 1927	Sept. 30, 1927	Oct. 31, 1927	Nov. 30, 1927	Dec. 31, 1927	Jan. 31, 1928	Feb. 28, 1928	Mar. 31, 1928	Apr. 30, 1928	May 31, 1928	June 30, 1928	July 31, 1928	Aug. 31, 1928	Sept. 30, 1928	Oct. 31, 1928	Nov. 30, 1928	Dec. 31, 1928	Jan. 31, 1929	Feb. 28, 1929	Mar. 31, 1929	Apr. 30, 1929	May 31, 1929	June 30, 1929	July 31, 1929	Aug. 31, 1929	Sept. 30, 1929	Oct. 31, 1929	Nov. 30, 1929	Dec. 31, 1929	Jan. 31, 1930	Feb. 28, 1930	Mar. 31, 1930	Apr. 30, 1930	May 31, 1930	June 30, 1930	July 31, 1930	Aug. 31, 1930	Sept. 30, 1930	Oct. 31, 1930	Nov. 30, 1930	Dec. 31, 1930	Jan. 31, 1931	Feb. 28, 1931	Mar. 31, 1931	Apr. 30, 1931	May 31, 1931	June 30, 1931	July 31, 1931	Aug. 31, 1931	Sept. 30, 1931	Oct. 31, 1931	Nov. 30, 1931	Dec. 31, 1931	Jan. 31, 1932	Feb. 28, 1932	Mar. 31, 1932	Apr. 30, 1932	May 31, 1932	June 30, 1932	July 31, 1932	Aug. 31, 1932	Sept. 30, 1932	Oct. 31, 1932	Nov. 30, 1932	Dec. 31, 1932	Jan. 31, 1933	Feb. 28, 1933	Mar. 31, 1933	Apr. 30, 1933	May 31, 1933	June 30, 1933	July 31, 1933	Aug. 31, 1933	Sept. 30, 1933	Oct. 31, 1933	Nov. 30, 1933	Dec. 31, 1933	Jan. 31, 1934	Feb. 28, 1934	Mar. 31, 1934	Apr. 30, 1934	May 31, 1934	June 30, 1934	July 31, 1934	Aug. 31, 1934	Sept. 30, 1934	Oct. 31, 1934	Nov. 30, 1934	Dec. 31, 1934	Jan. 31, 1935	Feb. 28, 1935	Mar. 31, 1935	Apr. 30, 1935	May 31, 1935	June 30, 1935	July 31, 1935	Aug. 31, 1935	Sept. 30, 1935	Oct. 31, 1935	Nov. 30, 1935	Dec. 31, 1935	Jan. 31, 1936	Feb. 28, 1936	Mar. 31, 1936	Apr. 30, 1936	May 31, 1936	June 30, 1936	July 31, 1936	Aug. 31, 1936	Sept. 30, 1936	Oct. 31, 1936	Nov. 30, 1936	Dec. 31, 1936	Jan. 31, 1937	Feb. 28, 1937	Mar. 31, 1937	Apr. 30, 1937	May 31, 1937	June 30, 1937	July 31, 1937	Aug. 31, 1937	Sept. 30, 1937	Oct. 31, 1937	Nov. 30, 1937	Dec. 31, 1937	Jan. 31, 1938	Feb. 28, 1938	Mar. 31, 1938	Apr. 30, 1938	May 31, 1938	June 30, 1938	July 31, 1938	Aug. 31, 1938	Sept. 30, 1938	Oct. 31, 1938	Nov. 30, 1938	Dec. 31, 1938	Jan. 31, 1939	Feb. 28, 1939	Mar. 31, 1939	Apr. 30, 1939	May 31, 1939	June 30, 1939	July 31, 1939	Aug. 31, 1939	Sept. 30, 1939	Oct. 31, 1939	Nov. 30, 1939	Dec. 31, 1939	Jan. 31, 1940	Feb. 28, 1940	Mar. 31, 1940	Apr. 30, 1940	May 31, 1940	June 30, 1940	July 31, 1940	Aug. 31, 1940	Sept. 30, 1940	Oct. 31, 1940	Nov. 30, 1940	Dec. 31, 1940	Jan. 31, 1941	Feb. 28, 1941	Mar. 31, 1941	Apr. 30, 1941	May 31, 1941	June 30, 1941	July 31, 1941	Aug. 31, 1941	Sept. 30, 1941	Oct. 31, 1941	Nov. 30, 1941	Dec. 31, 1941	Jan. 31, 1942	Feb. 28, 1942	Mar. 31, 1942	Apr. 30, 1942	May 31, 1942	June 30, 1942	July 31, 1942	Aug. 31, 1942	Sept. 30, 1942	Oct. 31, 1942	Nov. 30, 1942	Dec. 31, 1942	Jan. 31, 1943	Feb. 28, 1943	Mar. 31, 1943	Apr. 30, 1943	May 31, 1943	June 30, 1943	July 31, 1943	Aug. 31, 1943	Sept. 30, 1943	Oct. 31, 1943	Nov. 30, 1943	Dec. 31, 1943	Jan. 31, 1944	Feb. 28, 1944	Mar. 31, 1944	Apr. 30, 1944	May 31, 1944	June 30, 1944	July 31, 1944	Aug. 31, 1944	Sept. 30, 1944	Oct. 31, 1944	Nov. 30, 1944	Dec. 31, 1944	Jan. 31, 1945	Feb. 28, 1945	Mar. 31, 1945	Apr. 30, 1945
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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 30, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	213,722	2,759,581	2,682,741
Schuylkill Canal....	10,888	42,183	103,200
Lehigh Valley.....	160,145	2,110,675	1,672,012
Del., Lack. & Western.	92,249	1,256,898	1,084,021
Shamokin Valley....	29,358	827,666	263,955
Central New Jersey.	125,001	1,234,912	1,070,685
United R. R. of New Jersey.....	40,743	495,913	838,481
Pennsylvania Coal..	31,914	347,460	284,848
Delaware and Hudson	85,406	1,091,662	1,018,626
Huntingdon & Broad			
Top Mt.....	5,248	144,102	157,933
Penn. and New York.	29,255	530,109	458,587
Clearfield, Pa.....	53,571	742,744	888,755

The total tonnage of anthracite coal from all the regions for the week ending April 30, as reported by the several carrying companies, amounted to 723,084 tons, against 407,568 tons in the corresponding week last year, an increase of 315,471 tons. The total amount of anthracite mined for the year is 8,031,330 tons, against 6,875,916 tons for the same period last year, an increase of 1,155,414 tons. The quantity of bituminous coal sent to market for the week amounted to 90,244 tons, against 91,024 tons in corresponding week last year, a decrease of 780 tons. The total amount of bituminous mined for the year is 1,526,664 tons, against 1,193,886 tons for the corresponding period last year an increase of 332,968 tons. The total tonnage of all kinds of coal for the week is 813,278 tons, against 498,597 tons in corresponding week last year, an increase of 314,691 tons, and the total tonnage for the coal year is 9,557,984 tons, against 8,069,602 tons to same date last year, an increase of 1,488,382 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 30 was 189,732 tons, of which 129,051 tons were coal and 60,681 tons coke. The total tonnage for the year thus far has been 2,945,021 tons, of which 2,106,489 tons were coal and 838,532 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 30 were 84,815 tons, and for the year to that date 551,807 tons, a decrease of 44,946 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,684 tons; year, 454,763 tons; decrease as compared with 1880, 8,098 tons. Chesapeake and Ohio Canal—week, 9,532 tons; year, 43,766 tons; decrease as compared with 1880, 19,177 tons. Pennsylvania Railroad—week, 600 tons; year, 53,278 tons; decrease as compared with 1880, 17,670 tons. The Reading Railroad coal shipments for last week, ending May 7, were 197,000 tons, of which 32,500 tons were sent to Port Richmond and 48,000 tons shipped thence, and 11,500 tons were sent to Elizabethport and 12,000 tons shipped thence. —[Phila. Ledger, May 9.]

Cincinnati Southern Railroad.

The Baltimore Sun says that the Cincinnati Southern Railroad, which is owned exclusively by the city of Cincinnati, was built under the direction of the Municipal authorities with money derived from the sale of city securities, which the next generation of tax payers will be obliged to redeem, and then adds:

The road extends from Cincinnati to Chattanooga in an almost direct line, and traverses a country rich in natural resources, but only partially developed. Up to this time the road has not yielded the results expected, and the taxpayers of Cincinnati are becoming somewhat restive under the burden which the annual levy for in-

terest on the bonds imposes. The blame for a deficiency in the revenues of the road is put upon the trustees and commissioners, and the alleged shortcomings of the management enter into the local political contests. With a tax rate of \$3 10 in the hundred dollars it is not surprising that the people of Cincinnati are clamoring for the sale of the Southern Railroad.

Railroad Earnings.

The earnings of the Denver and Rio Grande Railway for the month of April were \$433,312; corresponding month last year \$164,883; miles now operated 690, operated last year 337.

The gross earnings of the New York and New England Railroad for the month of March were \$212,018 82; operating expenses, \$167,654 48; net earnings, \$44,364 34.

The earnings of the Flint and Pere Marquette Railroad for week ending April 30 were \$50,698 70; corresponding week last year \$37,292 90; from Jan. 1 to April 30 this year \$583,370 80, same period last year \$505,769 80; increase \$77,601.

The earnings of the Chicago and Grand Trunk Railway for week ending April 30 were \$35,524 as compared with \$14,516 for corresponding week last year. The aggregate increase for 17 weeks this year over same period last year was \$101,902.

The earnings of the Central Pacific Railroad for the month of April were \$1,874,000 as compared with \$1,356,716 for April 1880. The earnings of the first four months of this year were \$6,519,907; corresponding period last year \$5,001,256; increase \$1,518,651.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for four weeks ending April 30 were \$425,685 47 as compared with \$333,014 03 for corresponding weeks last year. The aggregate earnings from Jan. 1 to April 30, 1881 were \$1,160,317 13, an increase of \$247,622 03 over same period last year.

The track of the Pennsylvania Railroad in Maryland, from its point of connection with the Georges Creek and Cumberland Railroad, near Cumberland to the State line, will shortly be relaid with heavy steel rails. The distance is about four miles. It is stated the change from iron to steel is made in anticipation of heavy coal tonnage.

The Secretary of the Interior has decided that the Northern Pacific Railroad has the right secured to it by its charter to survey and build its road across the Crow Indian reservation on the Yellowstone River in Eastern Montana, and the Indian agent at the Crow agency has been instructed to permit the engineers of the company to proceed with their surveys.

The Shenandoah Valley Railroad is now completed 143 miles, and to extend it from Waynesboro', Va., to the Norfolk and Western Railroad at Big Lick on the Roanoke river, 95 miles further, a general mortgage for \$2,250,000 has been executed to the Fidelity Insurance Trust and Safe Deposit Company of Philadelphia.

The Secretary of the Treasury has written a letter to Thomas H. Wells, chairman of the committee on Hoop Iron Manufactures at Youngstown, Ohio, in which he adheres to the decision of ex-Secretary Sherman in 1881 on the subject of duty on co n ties.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 10.

	W.A.	Th.5.	F.S.	Sat.7.	M.9.	Tu.10.
Allegheny Val. 73-10s.....	50	60	59	59	58	59
7s, Income.....	50	60	59	59	58	59
Jamden & Am. 6s, 1883.....						108
6s, 1889.....						
Mort. 6s, 1889.....						
Camden and Atlantic.....						
Preferred.....	25	25				
1st mortgage.....						
2d mortgage.....						
Jatawissa.....	24	24	24	24	24	
Preferred.....	52					
7s, new.....						
Del. & Bound Brook.....						
7s.....						
Elmira & Williamsport.....						
Preferred.....						
Gunt. & B. Top Mt.....						
Preferred.....	16	16	15	19	20	19
2d mortgage.....						
Lehigh Navigation.....	46	46	46	46	46	46
6s, 1884.....						108
Gold Loan.....	118					
Railroad Loan.....						
Conv. Gold Loan.....						
Consol. Mort. 7s.....	120					
Lehigh Valley.....	61	61	61	62	61	61
1st mort. 6s, coupon.....	127					
1st mort. 7s, reg.....						
2d mort. 7s.....						130
Consol. mort. 6s.....						125
Consol. mort. 6s, reg.....						125
Little Schuylkill.....	55					63
Minerhill & Beh. Haven.....	59					59
North Pennsylvania.....						60
1st mortgage 6s.....	118					
2d mortgage 7s.....						
Gen'l mort. 7s, coup.....						
Gen'l Mort. 7s, reg.....						
Northern Central.....	53	53	53	53	53	53
6s.....	100	100	100	100	100	100
Northern Pacific.....	43	43	43	43	43	43
Preferred.....	78	78	77	72	73	76
Pennsylvania R. R.....	64	64	65	65	65	65
1st mortgage.....						
Gen'l mortgage.....						
Gen'l mort. reg.....	125	125	125			
Consol. mort. 6s.....						
Consol. mort. 6s, reg.....						
Penn. State 6s, 2d series.....						
do. 3d series 104.....						104
do. 5s, new.....	118	118				
do. 4s.....						
Phila. and Reading.....	27	27	27	28	28	27
1st Mortgage 6s.....						
7s, of 1893.....	120					
7s, new convertible.....						
Consol. mortgage 7s.....						125
Consol. mortgage reg.....	125					
Gen'l mortgage 6s.....	94	91	92	91	92	
Philadelphia and Erie.....	27	28	28	28		
1st mortgage, 7s.....	106					
2d mortgage, 7s.....						
Pittsb., Cin. & St. L. 7s 124.....						124
Pittsb., Titusv. & Bufd.....	21	21	21	21	21	21
7s.....	97	97	97	97	98	
Schuylkill Navigation.....	12					
Preferred.....						
6s, 1872.....						
6s, 1882.....	87					185
United Co. of N. Jersey.....	185	185				185
Hestonville, (Horse).....	21	22	22	22	22	22
Chestnut & W. (do).....						
Greenand Coates (do).....						

Baltimore Stock Exchange.

Closing Prices for the week ending May 10.

	W.A.	Th.5.	F.S.	Sat.7.	M.9.	Tu.10.
Baltimore and Ohio.....						198
6s, 1880.....						
6s, 1885.....						
Central Ohio (\$50).....						
1st mortgage.....	114					114
Marietta & Cincinnati.....						
1st mortgage, 7s.....	124	124				124
2d mortgage, 7s.....	94	94	94			94
3d mortgage, 8s.....	53	53	53	52	52	52
Northern Central (\$50) 63.....	53	53	53	53	53	53
2d mortgage, 6s 1885.....						
3d mortgage, 6s, 1909.....	53					
6s, 1900, Gold.....	117					117
6s, 1904, gold.....	117					
Orange and Alex. 1st.....						
2d mortgage, 6s.....						
3d mortgage, 8s.....						
4th mortgage, 8s.....						
O. Alex. & Manassas 7s.....	103	103				
Pittsb. & Connellsv. 7s 125.....	127					125
Virginia 6s, Consol.....	81	82	82	82	82	82
Consol. Coupons.....	96	96	96	96	96	
10-40 bonds.....	51	51	52	52	52	52
Deferred Certificates.....	20					
Western Maryland.....						17
1st M., end. by Balt.....						
2d M. do.....						
3d M. do.....						
1st M., unendorsed.....						
2d M., end. Wash. Co.....						
2d Mort., preferred.....	110					
City Passenger R. R.....						

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 11.

	Th. & F.	Sat.	M. & W.	Tu. & W.	Th. & F.
Adams Express.....	131	131	131	131	131
Albany and Susq.....	125	124	124	124	124
1st mortgage.....	125	124	124	124	124
2d mortgage.....	125	124	124	124	124
American Express.....	79	80	79	80	81
Atlantic & Pacific Tel. 48	48	49	99	53	53
Burl. C. & N. 75	75	75	75	75	75
1st mortgage 5s.....	102	102	102	102	102
Canada Southern.....	77	78	77	77	77
1st mortgage guar.....	102	102	102	102	102
Central of N. Jersey.....	100	101	100	101	101
1st mortgage 1890.....	100	101	100	101	101
7s, consolidated, ass.....	115	115	115	115	115
7s, convertible, ass.....	115	115	115	115	115
7s, Income.....	101	101	101	101	101
Adjustment.....	109	109	109	109	109
Central Pacific.....	88	87	87	88	90
6s, gold.....	116	116	117	117	117
1st M. (San Joaquin).....	116	116	116	116	116
1st M. (Cal. and Or.).....	116	116	116	116	116
Land grant 6s.....	106	106	106	106	106
Chesapeake and Ohio.....	29	28	29	29	29
Chicago and Alton.....	143	144	144	145	144
Preferred.....	143	144	144	145	144
1st mortgage.....	143	144	144	145	144
Sinking Fund.....	143	144	144	145	144
Chic. Burl. & Quincy 166	166	166	166	166	166
7s Consol. 1893.....	126	126	126	126	126
Chic. Mil. and St. Paul 118	117	117	120	120	121
Preferred.....	128	128	130	132	132
1st mortgage, 8s.....	128	128	130	132	132
2d mortgage, 7 3-10s.....	128	128	130	132	132
7s, gold.....	128	128	130	132	132
1st M. (La. Crossed div.).....	124	124	124	124	124
1st M. (I. and M. div.).....	124	124	124	124	124
1st M. (I. and D. ext.).....	124	124	124	124	124
1st M. (H. & D. div.).....	119	119	119	119	119
1st M. (C. & M. div.).....	119	119	119	119	119
Consolidated S. F. 126	125	125	125	125	125
Cie. & Northwestern 126	125	125	127	129	129
Preferred.....	141	139	140	140	140
1st mortgage.....	141	139	140	140	140
Sinking Fund 6s.....	141	139	140	140	140
Consolidated 7s.....	141	139	140	140	140
Consol. Gold bonds.....	141	139	140	140	140
Do. reg.....	141	139	140	140	140
Chic. Rock Isl. & Pac. 133	133	137	138	138	139
6s, 1917, c.....	133	137	138	138	139
Cie., Col. C. and Ind. 90	90	92	93	93	93
1st mortgage.....	133	137	138	138	139
Clev. & Pittsburg guar. 133	133	139	141	142	142
7s, Consolidated.....	133	139	141	142	142
4th mortgage.....	133	139	141	142	142
Col., Chi., & Ind. Cent 24	26	28	27	27	27
1st mortgage.....	113	111	112	111	113
2d mortgage.....	113	111	112	111	113
Del. & Hudson Canal 112	113	111	112	111	113
Reg. 7s, 1891.....	113	111	112	111	113
Reg. 7s, 1884.....	113	111	112	111	113
Del., Lack. & Western 124	124	123	124	123	124
2d mortgage 7s.....	124	123	124	123	124
7s, Consol. 1907.....	124	123	124	123	124
Erie Railway.....	124	123	124	123	124
1st mortgage.....	124	123	124	123	124
2d mort. 5s, ext.....	108	108	108	108	108
3d mortgage.....	108	108	108	108	108
4th mort. 5s, ext.....	109	109	109	109	109
5th mortgage.....	109	109	109	109	109
7s, Consol. gold.....	130	130	129	130	130
Great Western 1st mort.....	130	130	129	130	130
2d mortgage.....	109	109	109	109	109
Hannibal & St. Joseph 64	67	67	67	67	70
Preferred.....	108	108	107	108	109
8s, Convertible.....	108	108	107	108	109
Houston & Tex. Cent. 77	77	77	77	77	77
1st Mortgage.....	113	113	114	114	114
Illinois Central.....	139	138	139	139	140
Lake Shore & Mich. So. 128	129	128	129	128	129
Consol. 7s.....	129	128	129	128	129
Consol. 7s, reg.....	129	128	129	128	129
2d Consolidated.....	129	128	129	128	129
Leh. & W. B. 7s, Con.....	103	103	103	104	106
Long Dock bonds.....	103	103	103	104	106
Louisville & Nashville 102	103	103	103	104	106
7s Consolidated.....	103	103	103	104	106
Manhattan.....	23	23	23	26	26
Metropolitan Elevated.....	87	87	87	92	92
1st Mortgage.....	102	102	103	104	104
Michigan Central.....	110	110	110	110	111
7s, 1902.....	120	120	120	120	120
M. & N. I. 1st, S. F.....	111	112	112	112	112
Morris and Essex.....	124	124	124	125	126
1st mortgage.....	124	124	124	125	126
2d mortgage.....	124	124	124	125	126
7s of 1871.....	124	124	124	125	126
7s, Convertible.....	124	124	124	125	126
7s, Consolidated.....	124	124	124	125	126
N. Y. Cent. & Hud. Riv. 147	147	147	147	147	148
6s, Sinking fund, 1883.....	102	102	102	102	102
6s, Sinking fund, 1887.....	113	113	113	113	113
1st mortgage.....	113	113	113	113	113
1st mortgage, reg.....	113	113	113	113	113
N. Y. Elevated.....	104	104	107	109	108
1st mortgage.....	114	114	114	116	116
N. York and Harlem.....	114	114	114	116	116
Preferred.....	114	114	114	116	116
1st mortgage.....	114	114	114	116	116
1st mortgage, reg.....	114	114	114	116	116

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 11.

	Th. & F.	Sat.	M. & W.	Tu. & W.	Th. & F.
N. Y., Lake Erie & W. 48	49	49	49	49	50
Preferred.....	49	49	49	49	50
2d Consolidated.....	101	101	101	101	101
New 2d 5s fund.....	100	101	101	101	102
N. Y., N. Haven & Hart.....	189	189	189	189	189
North Missouri 1st M.....	42	42	42	44	45
Preferred.....	42	42	42	44	45
Ohio and Mississippi.....	45	44	44	47	46
Preferred.....	45	44	44	47	46
2d mortgage.....	45	44	44	47	46
Consolidated 7s.....	119	119	119	119	119
Consol. Sinking fund.....	119	119	119	119	119
Pacific Mail S. S. Co. 53	53	53	53	53	53
Pacific R. R. of Mo.....	53	53	53	53	53
1st mortgage.....	53	53	53	53	53
2d mortgage.....	53	53	53	53	53
Panama.....	53	53	53	53	53
Philadelphia & Reading 54	54	54	54	57	57
Pitts., Ft. W. & Chi. 54	54	54	54	57	57
1st mortgage.....	137	137	137	137	137
2d mortgage.....	137	137	137	137	137
3d mortgage.....	137	137	137	137	137
Pullman Palace Car.....	137	137	137	137	137
Quicksilver Mining Co. 18	18	18	18	18	18
Preferred.....	67	67	67	67	67
St. Louis & San Fran. 46	46	46	46	46	46
Preferred.....	69	69	69	69	69
1st Preferred.....	103	104	104	105	105
St. L., Alton and T. H. 65	65	65	65	65	65
Preferred.....	133	133	133	133	133
1st mortgage.....	133	133	133	133	133
2d mort. preferred.....	133	133	133	133	133
Income bonds.....	105	105	105	105	105
St. L., Iron Mt. & S. As. 71	71	71	71	71	71
1st mortgage.....	113	113	113	113	113
2d mortgage.....	113	113	113	113	113
Tol., P. & W. 1st E. D.....	113	113	113	113	113
1st mort., West. Div.....	119	119	119	119	119
Union Pacific.....	117	117	117	117	117
1st mortgage.....	117	117	117	117	117
Land Grant 7s.....	122	122	122	122	122
Sinking Fund 6s.....	122	122	122	122	122
United States Express.....	62	62	62	62	62
Wabash.....	62	62	62	62	62
1st mortgage.....	107	107	107	107	107
2d mortgage.....	107	107	107	107	107
7s, Consolidated.....	107	107	107	107	107
St. Louis Division.....	49	49	49	49	49
Wabash, St. L. & Pac. 49	49	49	49	49	49
Preferred.....	90	91	91	91	91
New Mort. 7s.....	118	118	118	118	118
Wells-Fargo Express.....	118	118	118	118	118
Western Pacific bonds.....	118	118	118	118	118
Western Union Tel.....	118	118	118	118	118
7s, S. F. conv., 1900.....	118	118	118	118	118

Boston Stock Exchange.

Prices for the week ending May 11.

	Th. & F.	Sat. 7.	M. & W.	Tu. & W.	Th. & F.
Atch., Top. and San. Fe.....	137	137	138	139	140
1st mortgage.....	122	122	122	122	122
2d mortgage.....	122	122	122	122	122
Land Grant 7s.....	171	171	171	171	171
Boston and Albany.....	170	170	170	170	170
7s, reg.....	170	170	170	170	170
Boston and Lowell.....	164	164	164	164	164
Boston and Maine.....	164	164	164	164	164
Boston and Providence.....	63	63	63	63	63
Boston, Hart. & Erie 7s 118	118	118	118	118	118
Burl. & Mo. R. L. G. 7s 113	113	113	113	113	113
Burl. & Mo. R. in Neb.....	89	89	89	89	89
6s, exempt.....	166	166	166	166	166
4s.....	31	31	31	31	31
Chi., Burl. and Quincy.....	31	31	31	31	31
7s.....	105	105	105	105	105
Chic. Sand. & Cleve. (\$50) 106	106	106	106	106	106
Concord (\$50).....	160	160	160	160	160
Connecticut River.....	44	44	44	44	44
Eastern.....	44	44	44	44	44
New 4 1/2 Bonds.....	105	105	105	105	105
Fitchburg.....	160	160	160	160	160
Kan. C., Top. & West.....	60	60	60	60	60
Michigan Central.....	119	119	119	119	119
N. Y. & New England.....	60	60	60	60	60
7s.....	119	119	119	119	119
Northern, N. H.....	119	119	119	119	119
Norwich & Worcester.....	53	53	53	53	53
Ogden & Lake Cham. 54	54	54	54	54	54
Preferred.....	132	132	132	132	132
Old Colony.....	66	67	67	67	67
Ph., Wil. & Balt. (\$50).....	115	115	115	115	115
Portl'd, Saco & Ports.....	115	115	115	115	115
Quebec & Ark. Val.....	115	115	115	115	115
7s.....	129	129	129	129	129
Pullman Palace Car.....	129	129	129	129	129
Union Pacific.....	120	120	120	120	120
8s.....	112	112	112	112	112
Land Grant 7s.....	114	114	114	114	114
Sinking Fund 8s.....	114	114	114	114	114
Vermont and Canada.....	114	114	114	114	114
Vermont and Mass.....	114	114	114	114	114
Worcester and Nashua 65	65	65	65	65	65
Cambridge (Horse).....	121	121	121	121	121
Metropolitan (").....	121	121	121	121	121
Middlesex (").....	238	238	238	238	238
Oil & Reels Mining Co.....	34	34	34	34	34
Quincy.....	34	34	34	34	34

continuance until too late to present the bonds. As the Treasury holds ample means for purchasing additional bonds for the sinking fund there is no anxiety in Treasury circles to have any more of the bonds come in for continuance than will in all probability be presented for that purpose before the expiration of the extended time, as what will then remain can be applied to the sinking fund with great advantage.

The Ontario Silver Mining Company has declared its regular monthly dividend of 50 cents per share for April, payable May 16, at the office of Messrs. Wells, Fargo & Co., No. 65 Broadway.

The Homestake Mining Company has declared its regular monthly dividend of 30 cents per share for April, payable at Wells, Fargo & Co's., 65 Broadway, on the 25th inst.

The closing quotations on Thursday were: Adams Express, 181½@183½; American Express, 81@88; American District Telegraph, 59@59½; Atlantic and Pacific Telegraph, 50½@51; Chicago, Burlington and Quincy, 165@165½; Canada Southern, 77@77½; Chicago and Northwestern, 127½@128; do. pref., 139½@140; Central Pacific, 90@90½; Chicago, Milwaukee and St. Paul, 119½@119¾; do. pref., —@131; Chicago, Rock Island and Pacific, 189½@189¾; Cleveland, Columbus, Cincinnati and Indianapolis, 97½@97¾; Columbus, Chicago and Indiana Central, 27½@27¾; Delaware and Hudson Canal, 113@113½; Delaware, Lackawanna and Western, 122½@122¾; Hannibal and St. Joseph, 74@74½; do. pref., 111½@112; Lake Erie and Western, 54@54½; Lake Shore and Michigan Southern, 128½@128¾; Metropolitan Elevated, 90½@91; Manhattan Elevated, 25½@25¾; Michigan Central, 110½@110¾; New York Elevated, 107@108; New York, Lake Erie and Western, 49½@49¾; do. pref., 90½@90¾; New York Central and Hudson River, 147½@147¾; Ohio and Mississippi, 44½@45; do. pref., 109; Ohio Central, 84¼@84¾; Pacific Mail, 54¼@54½; St. Louis, Alton and Terre Haute, 73@75; do. pref., 142@142½; Texas and Pacific, 62½@63; Union Pacific, 119½@120; United States Express, 61@62; Wells Fargo Express, 118@119; Western Union Telegraph, 117½@117¾; do. ex. div., 85@85½; Wabash, St. Louis and Pacific, 58½@58¾; do. pref., 98½@98¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. consol., 126¾; Atchison, Colorado and Pacific 1st, 102¾; Buffalo, Pittsburg and Western, 44; Boston and New York Air Line, 46; Boston, Hartford and Erie 1st, 63½; Central Iowa 1st, 115½; Chicago, St. Louis and New Orleans, 79¾; Chesapeake and Ohio 1st pref., 45; do. 2d pref., 84; do. 1st, Series B, 87; do. cur. int., 65½; Chicago, St. Paul, Minneapolis and Omaha, 44¾; do. pref., 102¾; do. consol., 105¼; Chicago and Eastern Illinois, 90; Cedar Falls and Minnesota, 24; Cincinnati, Sandusky and Cleveland, 62¾; Cincinnati, St. Louis and Chicago, 90; Col., Chi. and Ind. Cent. Inc., 74; do. 1st, Trust Co. certif. ass. sup., 123; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 108½; Chicago and Alton Inc., 104; Cairo and Fulton 1st, 112;

Chicago, Burlington and Quincy 8s, 109; Cleveland and Toledo S. F., 118½; Denver and Rio Grande, 107½; do. ex. priv., 107½; do. 1st, 116¾; do. 1st consol., 116¾; Danville and Norwalk, 68; Dubuque and Sioux City, 77; Denver, South Park and Pacific 1st, 109½; Evansville, Henderson and Nashville 1st, 108; Flint and Pere Marquette 1st, 110½; Gulf, Colorado and Santa Fe 1st, 114¾; Galena and Chicago 1st, 103¼; Houston and Texas Central 1st Western div., 111¾; do. Inc. and Ind., 99½; do. 2d, M. L. 122¾; In L., Bloom. and Western, 54¾; do. 1st, 89¾; do. 2d, 81½; do. Inc., 102; International and St. Northern, 92; do. 2d Inc., 91½; do. 1st, 112½; Indianapolis, Decatur and Springfield 1st, 107; do. 2d Inc., 79¾; Keokuk and Des Moines, 28½; Kansas Pacific 1st consol., 106¾; do. 6s, Denver Div. ass., 110; do. 6s, 1895, 114½; Laf., Bloom. and Muncie 1st, 108; do. Inc. 80; Louisville, New Albany and Chicago, 98½; Lake Erie and Western, 55; do. Inc. 90; Louisiana and Missouri River, 26½; Louisville and Nashville Gen'l mort., 6s, 101; do. N. O. and M. div., 105; Lehigh and Wilkesbarre Inc., 95; Metropolitan Elevated 2d, 91½; Manhattan Beach, 56¾; Marietta and Cincinnati 1st pref., 19½; do. 2d pref., 12½; Mobile and Ohio, 84½; do. 1st debent., 98; do. 2d debent., 66½; do. 3d debent., 58; do. 4th debent., 55; do. 1st mort., 112½; Missouri, Kansas and Texas, 49; do. consol. ass., 109¾; do. 2d, 87½; Memphis and Charleston, 75; Milwaukee, Lake Shore and Western, 58½; Missouri Pacific, 100; Minneapolis and St. Louis 1st, Iowa Ext., 111; do. La C. and Dav. div., 98; Nashville, Chattanooga and St. Louis, 89¾; do. 1st, 120; New York, Ontario and Western, 86¼; New York City and Northern Gen'l mort., 95½; New York and Manhattan Beach 1st, 105; Northern Pacific bond certif., 101½; Ohio Central, 88½; do. Inc., 64¾; do. 1st, 106¾; do. Terminal Trust, 102; Oregon Railway and Nav., 161; do. 1st, 109; Ohio and Mississippi 1st, Springfield div., 115; Peoria, Decatur and Evansville, 44¼; do. Inc., 88; Rochester and Pittsburg, 84¾; do. Inc., 56½; Rensselaer and Saratoga, 138; Rome, Watertown and Ogdensburg 1st consol., 88¼; St. Paul and Sioux City 1st, 110; do. Dakota Ext., 1st, 106; St. Paul and Duluth, 47½; do. pref., 81¾; St. Paul, Minn. and Man., 92; do. 1st pref. inc., 98; do. 1st, 111; do. 1st Dakota Ext., 106; St. Louis and Iron Mt., 2d pref. Inc., 91; Southern Pacific of California 1st, 104¼; St. Louis, Kansas City and Northern R. E. 7s, 1895, 117; do. Omaha div. 1st, 116½; do. St. Charles Bridge 1st, 101½; St. Louis and San Francisco 2d, class A, 105½; do. B, 93½; do. C, 93; do. Equip., 103½; Toledo, Delphos and Burlington, 83¼; do. Inc., 52; Texas and Pacific, 63½; do. income L. G., 91; do. Rio Grande div. 1st, 99; Toledo, Peoria and Western, 1st, 117; Union Pacific Col. Trust 6s, 109½; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 104¾; do. Chicago div., 95; Arkansas 7s, L. & F. S., 123¼; Alabama Class A, 85½; Georgia 6s, 111; Louisiana consol., 7s, 60; Missouri 6s, 1899@1890, 116; North Carolina 6s, S. T., 2d class, 8; Ohio 6s, 1881, 102½; South Carolina 6s, non-fund., 10½; Tennessee 6s, new, 75½; do. old, 77; Virginia 6s, def., 19½; Am. Union

Tel., 83; Am. Dist. Tel., 59; Sutro Tunnel, 2; Canton Co., 57; Colorado Coal and Iron, 56½; do. 6s, 95½; Maryland Coal, 81; New Central Coal, 81; Pennsylvania Coal, 245; Central Mining, 4¾; Caribou, 2; Deadwood, 10; Little Pittsburgh, 8½; La Plata, 3½; Mariposa, 7½; Starmont, 4; Standard, 23½; Silver Cliff, 5¾.

Philadelphia.—Am. S. S. Co., 30½; Allegheny Valley R. R., 25; Central Transp., 41; Catawissa new pref., 51½; Chesapeake and Delaware Canal 6s, 90½; Connecting R. R. 6s, 119; Elmira and Williamsport 5s, 100; Erie and Western Transp., 68½; Huntingdon and Broad Top Mt. consol. 5s, 84; do. consol. 7s, 106½; Morris Canal B. L. 7s, 108; Nequehoning Valley R. R., 58; Northern Pacific 6s, Mo. div., 100½; North Pennsylvania 6s, 1905, 106; Norfolk and Western pref., 65; Oil Creek 1st mort., 102; Pennsylvania R. R. Allotment, 15½; Pittsburg Av. 7s, 108; Philadelphia, Germantown and Norristown R. R., 110; Pennsylvania Co. 6s, 108; Peoples Pass. 7s, 109; Philadelphia and Reading R. R. Income 7s, 71; do. scrip, 60; St. Paul and Duluth, 40; do. pref., 82; Shamokin, Hazleton and Wilkesbarre 5s, 96; do. 2d mort., 22; Texas and Pacific 1st mort. 6s, 108; do. consol. mort. 6s, 106½; Warren and Franklin 7s, 116; West Chester and Philadelphia 7s, 115; West Pennsylvania 6s, J. & J., 110; West Jersey R. R., 84. The latest quotations are: City 6s, 115@116; do. free of tax, 128@131; do. 4s, new, 106@113; Pennsylvania State 6s, 3d series, 104¼@105; do. 5s, new loan, 118½@119; do. 4s, new, 111@—; Philadelphia and Reading R. R., 27½@27¾; do. consol. mort. 7s, coup. 127@—; do. reg., 127½@—; do. mort. 6s, 120@—; do. 7s, 1893, 120@121; United New Jersey R. R. and Canal, 184¼@185; Buffalo, Pittsburg and Western, 21½@21¾; Pittsburg, Titusville and Buffalo 7s, 98@98¼; Camden and Amboy mort. 6s, 1889, 115½@117; Pennsylvania R. R., 65½@65¾; do. gen'l mort., coupon, 125¾@126¼; do. reg., 125@125¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 52¾@53¼; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 12½@12¾; do. 6s, 1882, 83½@89; do. 1872, 106@109; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 99¾@100¼; Lehigh Coal and Navigation, 45½@46; do. 6s, 1884, 106½@—; do. R. R. loan, 115@116; do. Gold Loan, 118@118½; do. consol. 7s, 120@121; Northern Pacific, 43@43¼; do. pref. 75¾@76; North Pennsylvania, 58¾@60½; do. 6s, 108½@108¾; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 120@—; Philadelphia and Erie, 27½@28; do. 7s, 118@—; Minehill, 59@59¾; Catawissa, 22½@24; do. pref., 52@—; do. new pref., 51@51½; do. 7s, 1900, 120@—; Lehigh Valley 61¾@61½; do. 6s, coupon, 125¼@127; do. reg., 126½@127; do. 2d mort. 7s, 136¾@—; do. consol. mort., 125@125¼; Fifth and Sixth streets (horse), 136@137; Second and Third, 112@—; Thirteenth and Fifteenth, 70@75; Spruce and Pine, 49@50; Green and Coates, 75@80; Chestnut and Walnut, 96@99; Hestonville, 22½@22¾; Germantown, 75@—; Union, 119@125; Lombard and South, 24½@26; West Philadelphia, 90½@91; People's, 24½@25; Continental, 106@108.

Boston.—Atchison, Topeka and Santa Fe 6s, 1909, 96; Atlantic and Pacific Block, 119; Atch-

son, Jewell County and Western 6s, 1905, 100; Boston Water Power, 11 $\frac{3}{4}$; Boston Land, 10 $\frac{3}{4}$; Burlington and Missouri River in Nebraska 6s, non-exempt, 105 $\frac{1}{2}$; Boston, Clinton, Fitchburg and New Bedford, 89; do. pref., 127; do. 6s, 1882, 100 $\frac{1}{4}$; Boston, Revere Beach and Lynn, 6s, 1897, 117; Boston, Concord and Montreal pref., 106; Chicago and West Michigan, 86 $\frac{1}{2}$; Cincinnati, Sandusky and Cleveland 7s, 106; Central of Iowa, 37; Chicago, Iowa and Nebraska R. R., 151 $\frac{1}{2}$; Cheshire R. R., 60; Cedar Rapids and Missouri River, 149 $\frac{1}{2}$; do. 7s, 1916, 123 $\frac{1}{4}$; Chicago, Milwaukee and St. Paul 6s, Dubuque div., 107; do. Wisconsin Valley div. 6s, 106; Chicago, Clinton, Dubuque and Minn. 7s, 1884, 103 $\frac{3}{4}$; Connotton Valley, 31 $\frac{1}{2}$; do. 7s, 1909, 99; Connecticut and Passumpsic Rivers pref., 85; do. 7s, 117; Detroit, Lansing and Northern pref., 108; do. 7s, 118 $\frac{3}{4}$; Dixon, Peoria and Hannibal 8s, 118 $\frac{1}{4}$; Flint and Pere Marquette, 37 $\frac{3}{4}$; do. pref., 96 $\frac{1}{4}$; Iowa Falls and Sioux City, 65; Illinois Grand Trunk 8s, 1890, 118 $\frac{1}{2}$; Kansas City, Fort Scott and Gulf, 90; do. 7s, 112; Kansas City, St. Joseph and Council Bluffs 7s, 121; Kansas City, Lawrence and Southern 5s, 106 $\frac{1}{4}$; Little Rock and Ft. Smith, 82; do. 7s, 117; Louisiana and Missouri River, 26 $\frac{1}{4}$; do. pref., 47; Massachusetts Central 1st, 97 $\frac{1}{4}$; Marquette, Houghton and Ontonagon, 72 $\frac{1}{4}$; do. pref., 110; do. 6s, 100; Mexican Central Bonds, new series, 101 $\frac{1}{2}$; Maine Central, 89; Mansfield and Framingham 6s, 1889, 108 $\frac{1}{4}$; New York and New England 6s, 106 $\frac{1}{2}$; New Mexico and Southern Pacific 7s, 117 $\frac{1}{2}$; Northern Pacific 6s, 1919, 100 $\frac{1}{2}$; Ogdensburg and Lake Champlain Income, 68; do. consol. 6s, 98 $\frac{1}{2}$; do. 8s, 1890, S. F., 106 $\frac{1}{4}$; Oregon Railway and Nav., 152; do. 6s, 109; Old Colony 6s, 117; Portland and Kennebec 6s, 1895, 110 $\frac{3}{4}$; Quincy and Warsaw 8s, 118 $\frac{1}{2}$; Rutland, 6 $\frac{1}{2}$; do. pref., 31 $\frac{1}{4}$; do. 5s, 79 $\frac{3}{4}$; do. 6s, 101 $\frac{1}{2}$; Republican Valley 6s, E. D., 105; do. W. D., 105 $\frac{1}{2}$; Sonora Block No. 4, 45; Summit Branch, 28 $\frac{3}{4}$; Southern Kansas and Western 7s, 112; Toledo, Delphos and Burlington, 16 $\frac{3}{4}$; do. 6s, M. L., 51 $\frac{3}{4}$; do. Income 6s, Dayton div., 48 $\frac{1}{4}$; Vermont Central 8s, 1902, inc. and ext., 50; do. 7s, 1886, consol., 13 $\frac{3}{4}$; Vermont Central and Vermont and Canada 8s, 1889, Equip., 50; Wisconsin Central, 29 $\frac{3}{4}$; Atlantic Mining Co., 14 $\frac{3}{4}$; Allouez, 8; Blue Hill, 2 $\frac{3}{4}$; Catalpa, 2 $\frac{3}{4}$; Crescent, 1 $\frac{3}{4}$; Contentment, 2; Copper Falls, 9; Central, 31; Douglas, 3; Duncan, 2 $\frac{1}{2}$; Franklin, 12 $\frac{1}{2}$; Harshaw, 10; Haron, 2 $\frac{1}{2}$; National, 1; Osceola, 35 $\frac{1}{2}$; Pawable, 16; Phoenix, 2 $\frac{1}{2}$; Ridge, 4; Silver Islet, 41 $\frac{1}{2}$; Sullivan, 3; Star, 1 $\frac{1}{2}$.

Baltimore.—Atlanta and Charlotte 1st, 111 $\frac{1}{4}$; Baltimore City 5s, 1894, 117 $\frac{1}{4}$; do. 5s, 1916, 123 $\frac{1}{4}$; do. 5s, 1885, 105; do. 6s, 1890, 119 $\frac{1}{2}$; do. 6s, 1900, 125; 4s, 1920, 109 $\frac{1}{4}$; Canton Company 6s, 115; Chesapeake and Ohio Canal, 82 $\frac{1}{4}$; Consolidated Coal, 37; Memphis and Charleston, 71; Maryland Defense 6s, 108 $\frac{1}{4}$; do. 5s, 106; Norfolk and Western pref., 65; Richmond and Allegheny R. R., 47; Richmond and Danville, 98; do. bonds, 1885, 103 $\frac{1}{2}$; do. 1890, 108; Virginia 10-40 coupons, 96 $\frac{3}{4}$; Virginia Peckers, 88 $\frac{1}{4}$; do. coupons, 19; Wilmington, Columbia and Augusta, 90; do. 6s, 113. The latest quotations are: Baltimore and Ohio, —@200; Balti-

more City 6s, 1860, 119 $\frac{1}{2}$ @—; do. 6s, 1900, 125@127 $\frac{1}{4}$; do. 6s, 1902, —@128; do. 5s, 1894, —@117 $\frac{1}{2}$; do. 4s, 1920, 109 $\frac{3}{4}$ @—; Central Ohio 6s, 113 $\frac{1}{2}$ @114 $\frac{1}{2}$; Northern Central, —@53 $\frac{1}{4}$; do. 5s, 1926, 99 $\frac{1}{4}$ @100; Marietta and Cincinnati 1st, 123 $\frac{1}{2}$ @124; Pittsburg and Connellsville 7s, —@125 $\frac{1}{2}$; Western Maryland 2d pref., 110@112; Virginia Consols, 83 $\frac{1}{4}$ @83 $\frac{1}{2}$; do. consol. coupons, 96 $\frac{1}{2}$ @96 $\frac{3}{4}$; Virginia 10-40 bonds, 53 $\frac{1}{4}$ @53 $\frac{3}{8}$; do. 10-40 coupons, 96 $\frac{1}{2}$ @96 $\frac{3}{8}$.

Pittsburg, West Virginia and Charleston Railroad.

The gross earnings, operating expenses and net earnings on thirty miles of this road, extending from Pittsburg to Monongahela City, during the years 1879 and 1880, compare as follows:

	1879.	1880.
Earnings	\$154,574 35	\$240,215 35
Expenses.....	127,479 41	174,463 45

Net earnings..... \$27,094 94 \$65,751 90

It will be noted that the net earnings in 1880 increased \$38,766 96. The contracts for grading and masonry of the Redstone branch, from Brownville to Uniontown were let early in April, and work is in full progress. It is expected that when this division shall be completed and in running order, the increase of net earnings will be large, inasmuch as that part of the road traverses a country rich in coal and limestone.

Grand Trunk Railway of Canada.

The gross receipts, working expenses and net profit of the Grand Trunk Railway Company of Canada for the month of March, 1880 and 1881, were:

	1881.	1880.
Gross receipts.....	£191,718	£180,370
Working expenses.....	129,180	121,138
Net profit.....	£62,538	£59,232

—showing an increase in gross receipts of £11,348 in working expenses of £8,042, and the net profit of £3,306.

The aggregate for three months from Jan. 1 was as follows:

	1881.	1880.
Gross receipts.....	£514,272	£496,006
Working expenses.....	377,009	353,028
Net profit.....	£137,263	£142,978

—showing an increase in gross receipts of £18,266, with an increase in working expenses of £23,981, making a decrease in the net profit of £5,715.

Delaware River Railroad.

The board of directors of the Delaware River Railroad Company voted at their meeting in Woodbury, N. J., on the 2d inst., to increase the capital stock from \$75,000 to \$125,000, for the purpose of putting the road and its rolling stock in first class order. The new or additional rolling stock will cost \$10,000, and the improvement of the road, such as the strengthening of the bridges, the laying of new ties, &c., will cost \$15,000. The Woodbury Constitution says that arrangements have been made for carrying excursions from Wilmington to Atlantic City and Cape May this summer via the Delaware River and the West Jersey railroads. For this reason the improvement of the road will be commenced at once, so that everything will be in readiness for the season.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1881.

The Board of Directors have this day declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, clear of all taxes, payable in cash on and after May 28 to stockholders as registered on the books at 3 P. M., April 30, 1881.

On May 28, dividends will be paid to women only; after that date, they must await their turn with other stockholders.

The Board have also instructed the Treasurer to give public notice that the stockholders will have the privilege of subscribing at par to the stock of the Company in the proportion of TWELVE AND ONE-HALF PER CENT. of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application.

JOHN D. TAYLOR,
Treasurer.

OFFICE OF THE HOMESTEAK MINING COMPANY, }
18 WALL-ST., NEW YORK, May 12, 1881. }

DIVIDEND NO. 33.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 66 Broadway, on the 25th inst. Transfers close on the 20th inst.
H. B. PARSONS, Assistant Secretary.

Two Locomotives for Sale.

Both standard gauge and in good running order No. 1—cylinders 15×22; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

CARD.

We have opened Stores at 115 LIBERTY ST., NEW YORK, and cor. of 7TH AV. & LIBERTY ST., (under 7th Av. Hotel) PITTSBURGH, for the convenience of those who wish to purchase our well known make of SCALES AND TESTING MACHINES of which we are the Sole Manufacturers.

RIEHL BROTHERS,
Philada.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth, BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.
WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

Paine & Webber,

BANKERS AND BROKERS,

(Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.				
Albany and Susq.....	100	18,500,000	J. & J.	Jan. '81	Little Schuylkill.....	100	2,444,100	J. & J.	Jan. '81	Ware River.....	100	775,000	J. & J.	July '80	84
Ashuelot.....	100	210,000	quarterly	Oct. '79	Louisville & Nashville.....	100	18,130,000	F. & A.	Feb. '81	Warren (N. J.).....	100	1,800,000	A. & O.	Apr. '80	3
Atch. Top. & Santa Fe.....	100	10,400,300	quarterly	May '81	Louisv. N. Alb. & Chi.....	100	8,000,000	J. & D.	Dec. '79	Warwick Valley.....	100	226,000	J. & J.	July '80	3
Atlanta and West Point.....	100	1,282,200	J. & J.	July '80	Lowell and Andover.....	100	500,000	J. & J.	July '80	Westchester & Phil. pref.....	100	821,300	J. & J.	July '80	2
Atlantic and St. Law.....	100	5,000,000	M. & S.	Sept. '80	Lowell and Lawrence.....	100	200,000	A. & O.	Apr. '78	West Jersey.....	100	1,559,750	F. & A.	Nov. '79	2
Augusta and Savannah.....	100	1,022,900	J. & D.	June '80	Lykens Valley.....	100	600,000	F. M. & N.	Feb. '79	Wilmington & Weldon.....	100	1,455,200	J. & D.	Nov. '79	3
Avon, Genesee & Mt. M.....	100	225,000	A. & O.	Jan. '78	Manchester and Law.....	100	1,000,000	M. & N.	May '81	Winchester & Potomac.....	100	180,000	J. & J.	Jan. '81	3
Baltimore and Ohio.....	100	14,218,800	M. & N.	May '81	Marionetta & Cincinnati.....	100	1,408,912	—	—	Winchester & Strasburg.....	100	600,000	J. & J.	Jan. '81	3
Washington Br.....	100	4,569,878	J. & J.	Jan. '81	Massachusetts.....	100	8,130,719	M. & S.	Sep. '66	Worcester and Nashua.....	75	1,789,800	J. & J.	Jan. '81	2
Berkshire.....	100	1,660,000	A. & O.	Apr. '81	Memphis & Charleston.....	25	4,460,368	M. & S.	Sep. '66	HORSE-POWER R. R.					
Boston and Albany.....	100	600,000	quarterly	Apr. '81	Metropolitan Elevated.....	100	400,000	F. & A.	Feb. '81	Albany City.....	100	110,300	—	—	—
Bos., Clin. F. & N. Bed.....	100	1,397,600	—	—	Michigan Central.....	100	18,730,000	J. & D.	Jan. '81	Baltimore City.....	25	1,000,000	J. & J.	Jan. '81	5
Agricultural Br. guar.....	100	1,760,100	—	—	Middlesex Central.....	100	2,136,354	F. & A.	Feb. '81	Balt., Cat. & El. Mills.....	100	121,000	A. & O.	Apr. '81	3
Bost. & Concord.....	100	800,000	M. & N.	May '81	Mill Creek & Minehill.....	50	328,375	J. & J.	Jan. '81	Boston & Chelsea pref.....	50	200,000	J. & J.	Apr. '78	4
Boston and Lowell.....	100	3,250,000	J. & J.	Jan. '81	M. Hill & Schuyl. Hav.....	50	3,856,450	J. & J.	Jan. '81	Broadway (Brooklyn).....	100	200,000	J. & J.	Apr. '78	4
Boston and Maine.....	100	6,921,274	M. & N.	May '81	Missouri Pacific.....	100	2,416,000	quarterly	Apr. '81	Broadw. & 7th Av. (N.Y.).....	100	2,100,000	J. & J.	Apr. '79	2
Boston and Providence.....	100	4,000,000	M. & N.	May '81	Mobile & Montgomery.....	50	2,794,900	F. & A.	Feb. '80	Brooklyn & Hunter's Pt.....	100	400,000	A. & O.	Apr. '79	3
Attleborough Branch.....	100	131,700	J. & J.	Jan. '81	Morris and Essex.....	50	15,000,000	J. & J.	Jan. '81	Brooklyn City.....	100	2,000,000	F. M. & N.	Aug. '79	1
Bost. & Revere B. & Lynn.....	100	350,000	J. & J.	Jan. '81	Mt. Carbon & Pt. Carbon.....	50	282,350	J. & J.	Jan. '81	Bushwick (Brooklyn).....	100	809,000	J. & J.	July '71	3
Buffalo, N. Y. and Erie.....	100	960,000	J. & D.	Dec. '80	Nashua and Lowell.....	100	800,000	M. & N.	May '81	Cambridge.....	100	903,500	J. & J.	Jan. '81	4
Burl. & Mo. Riv. in Neb.....	100	8,537,800	quarterly	Feb. '79	Nashua and Rochester.....	100	1,305,800	A. & O.	Apr. '81	Can. Park, N. & E. Riv.....	100	1,088,400	J. & J.	Jan. '79	3
Camden and Atlantic.....	50	377,400	quarterly	Apr. '80	Nashville and Decatur.....	100	1,529,000	J. & D.	Dec. '79	Citizens' (Phil.).....	50	600,000	J. & J.	Jan. '78	10
Camden & Burl. Co.....	100	888,311	quarterly	Apr. '80	Nash, Chat. & St. Louis.....	25	6,675,256	A. & O.	Apr. '80	Citizens' (Phg.).....	50	200,000	M. & N.	Nov. '77	10
Camden & Burl. Co.....	100	881,925	J. & J.	Jan. '81	Naugatuck.....	100	2,000,000	J. & J.	Jan. '81	Coney Island & Frook.....	50	500,000	A. & O.	Oct. '80	5
Orpe May and Millville.....	50	447,000	J. & D.	June '80	Nequehoning Valley.....	50	1,000,000	M. & S.	Mar. '81	Continental (Phila.).....	50	180,000	J. & J.	Jan. '81	6
Catawissa.....	50	1,159,500	Oct. 'ber.	Oct. '80	N. Castle & Beaver Val.....	50	1,800,000	quarterly	July '80	D. Dock, E. B'w. & Bat.....	100	1,200,000	F. M. & N.	May '79	2
— pref.....	50	2,200,000	M. & N.	May '81	N. Haven & Northamp.....	100	605,000	quarterly	Oct. '74	Elizabeth and Newark.....	100	1,000,000	J. & J.	Jan. '79	6
— 2d pref.....	50	1,000,000	M. & N.	May '81	New London Northern.....	100	1,418,800	quarterly	Oct. '80	42nd St. & G. St. Ferry.....	100	748,000	M. & N.	May '79	6
Cayuga and Susq.....	50	589,110	J. & J.	Jan. '80	N. Y. Cen. & Hudson.....	100	89,428,330	quarterly	Apr. '81	Frankf. & Southw. (Ph.)	50	600,000	A. & O.	Apr. '80	4
Cedar Rapids & Mo. R.....	100	6,850,400	F. M. & N.	May '81	New York and Harlem.....	100	8,500,000	J. & J.	Jan. '81	Germantown (Ph.).....	50	1,000,000	J. & J.	July '80	5
— pref.....	100	769,000	F. & A.	Feb. '81	— pref.....	100	1,500,000	J. & J.	Jan. '81	Girard College (Ph.).....	50	500,000	J. & J.	July '73	3
Central of Georgia.....	100	7,500,000	J. & D.	June '80	— City Line.....	100	2,000,000	annually	Apr. '81	Grand St. and Newton.....	100	170,000	J. & J.	July '71	2
Central of New Jersey.....	100	18,563,200	quarterly	Apr. '74	New York & Long Br.....	100	2,000,000	quarterly	Oct. '79	Green & Coates St. (Ph.)	50	500,000	J. & J.	July '79	6
Central Ohio.....	50	2,425,000	J. & J.	Jan. '81	New York Elevated.....	100	6,500,000	quarterly	Apr. '81	Heston, Mantau & Fairm.....	50	2,050,000	J. & J.	Jan. '75	1
— pref.....	50	400,000	J. & J.	Jan. '81	N. Y., Lake Erie & West.....	100	7,107,700	—	—	Highland.....	100	600,000	J. & J.	Jan. '80	4
Central Pacific.....	100	54,275,500	F. & A.	Feb. '81	— pref.....	100	8,136,700	J. & J.	Jan. '81	Lomb. & South St. (Ph.)	25	105,000	A. & O.	Oct. '79	24
Chemung.....	100	380,000	quarterly	July '80	N. Y., N. H. & Hartf.....	100	15,500,000	J. & J.	Jan. '81	Lyons and Boston.....	100	300,000	M. & N.	May '81	4
Cheshire, preferred.....	100	2,155,300	J. & J.	July '80	N. Y. Provid. & Boston.....	100	3,000,000	quarterly	May '81	Malden and Melrose.....	100	200,000	—	—	—
Chicago and Alton.....	100	10,065,400	M. & S.	Mar. '81	N. Y. Bridge & Oand.....	100	1,000,000	J. & J.	July '80	Metropolitan (Boston).....	50	1,500,000	J. & J.	Jan. '81	4
— pref.....	100	2,425,400	M. & S.	Mar. '81	North Carolina.....	100	4,000,000	M. & S.	Mar. '80	Middlesex (Boston).....	100	550,000	M. & N.	Nov. '80	3
Chicago, Burl. & Quincy.....	100	81,004,458	M. & S.	Mar. '81	N. Eastern (B. U.) pref.....	100	96,000	M. & N.	Nov. '77	N. Y., Bay Ridge & Jam.....	100	102,540	—	—	—
Chi., Clin. Dub. & Minn.....	100	6,158,000	A. & O.	Apr. '79	North Pennsylvania.....	50	4,527,150	quarterly	May '81	Ninth Avenue (N. Y.).....	100	797,320	—	—	—
Chicago, Iowa & Nebraska.....	100	3,018,200	J. & J.	Jan. '81	Northern Central.....	50	8,842,000	A. & O.	Jan. '81	Orange and Newark.....	100	282,556	—	—	—
Chi., Mil. and St. Paul.....	100	15,041,261	A. & O.	Apr. '81	Northern N. Hampsh.....	100	8,068,400	J. & D.	Dec. '80	People's (Phila.).....	25	206,054	—	—	—
— pref.....	100	12,279,453	A. & O.	Apr. '81	Northern New Jersey.....	100	1,000,000	J. & J.	July '77	Philadelphia City.....	50	475,000	J. & J.	Jan. '81	2
Chicago & N. Western.....	100	14,988,257	J. & D.	Dec. '80	Norwich & Worcester.....	100	2,004,400	J. & J.	Jan. '81	Philadelphia and Darby.....	200	284,000	J. & J.	July '77	2
— pref.....	100	21,625,858	quarterly	May '81	Ogdensb. & L. Champl.....	100	3,077,000	J. & J.	July '76	Phila. and Grey's Ferry.....	50	228,775	J. & J.	Jan. '78	2
Chicago, E. I. & Pacific.....	100	50,000,000	quarterly	May '81	— pref.....	100	2,000,000	A. & O.	Apr. '78	Pbg. Alleg. & Manchester.....	50	200,000	quarterly	Apr. '73	1
Chicago & West Mich.....	100	6,151,000	F. & A.	Feb. '81	Ohio and Mississippi.....	100	20,000,000	quarterly	—	Ridge Avenue (Ph.).....	50	750,000	A. & O.	Apr. '70	11
Cin. Ham. & Dayton.....	100	3,900,000	A. & O.	Oct. '80	— pref.....	100	4,030,000	J. & D.	Mar. '75	Second Avenue (N. Y.).....	100	1,192,500	J. & J.	Apr. '78	2
Cin. Sand. & Cleve. pref.....	50	429,037	M. & N.	May '81	Old Colony.....	100	713,300	J. & J.	Jan. '81	Second & Third St. (Ph.)	50	982,100	quarterly	Jan. '79	3
Cleve. Col. Cin. & Ind.....	100	14,991,800	F. & A.	Feb. '81	Oregon Railway & Nav.....	100	4,455,000	quarterly	May '81	17th & 19th streets (Ph.)	50	500,000	J. & J.	Jan. '78	4
Cleveland & Mahoning.....	50	2,057,569	M. & N.	Nov. '79	Oswego and Syracuse.....	100	482,400	F. & A.	Aug. '81	Sixth Avenue (N. Y.).....	100	750,000	M. & N.	Nov. '74	5
Cleveland & Pittsburg.....	50	11,236,150	quarterly	June '81	Panama.....	100	7,000,000	quarterly	May '81	Somerville (Boston).....	100	113,000	M. & N.	May '81	3
Columbus and Xenia.....	50	1,786,200	M. J. S. D.	Mar. '81	Paterson and Hudson.....	100	632,000	J. & J.	Jan. '81	South Boston.....	50	60,000	J. & J.	Jan. '81	4
Colum. & Hocking Val.....	100	2,500,000	F. & A.	Feb. '81	Paterson and Newark.....	100	250,000	J. & J.	—	Third Avenue (N. Y.).....	100	2,000,000	F. M. & N.	Nov. '80	4
Concord.....	50	1,500,000	M. & N.	May '81	Paterson and Ramapo.....	100	248,000	J. & J.	Apr. '81	13th & 15th street (Ph.)	50	1,000,000	J. & J.	Jan. '81	4
Concord and Ports.....	100	850,000	J. & D.	Dec. '80	Pemb. & Hightstown.....	50	342,150	J. & J.	July '80	23d street (N. Y.).....	100	600,000	J. & J.	Jan. '79	4
Conn. & Passump Riv.....	100	2,176,700	F. & A.	Feb. '81	Pennsylvania.....	100	63,870,200	M. & N.	Mar. '81	Union (Boston).....	100	874,300	J. & J.	Jan. '80	5
Connecticut River.....	100	2,100,000	J. & J.	Jan. '81	Peoria & Bureau Val.....	100	1,200,000	F. & A.	Feb. '81	Union (Phila.).....	100	400,000	J. & J.	July '80	7
Cumberland Valley.....	50	1,292,950	J. & J.	Jan. '81	Philadelphia and Erie.....	50	6,004,300	J. & J.	—	West Philadelphia.....	50	400,000	J. & J.	July '77	10
— 1st pref.....	50	241,900	A. & O.	Oct. '80	— pref.....	50	2,400,000	J. & J.	Jan. '75	CANALS.					
— 2d pref.....	50	245,000	A. & O.	Oct. '80	Phil. Ger. & Norristwn.....	50	1,625,250	M. J. S. D.	Mar. '81	Chesapeake & Delaware.....	50	1,983,563	J. & D.	June '75	2
Danbury and Newfalls.....	50	600,000	quarterly	Mar. '81	Philadelphia & Reading.....	50	32,726,375	quarterly	Jan. '76	Delaware Division.....	50	1,833,350	—	Feb. '81	81
Dayton & Michigan.....	50	4,041,528	A. & O.	Oct. '80	Phila. and Trenton.....	100	1,259,100	quarterly	Apr. '81	Delaware and Hudson.....	100	20,000,000	—	June '81	11
— pref.....	50	1,211,250	quarterly	Jan. '81	Phila., Wil. & Balt.....	50	11,572,760	J. & J.	Jan. '81	Delaware and Harlan.....	100	5,847,400	quarterly	Apr. '81	24
Delaware.....	2	1,230,950	J. & J.	Jan. '81	Pittsb. Ft. W. & Chi.....	100	19,714,285	quarterly	Apr. '81	Lehigh Coal & Navigat.....	50	10,848,550	J. S. D. M.	Sept. '76	11
Del. & Bound Brook.....	50	1,584,400	quarterly	May '81	— Special Imp.....	100	5,504,300	quarterly	Apr. '81	Monongahela Navigat.....	50	1,003,500	J. & J.	July '79	7
Del., Lackaw. & Westn.....	50	26,200,000	quarterly	Apr. '81	Pittsfield & N. Adams.....	100	450,000	J. & J.	Jan. '80	Morris (consolidated).....	100	1,025,000	F. & A.	Feb. '78	2
Detroit, Lans. & Norf.....	100	1,374,000	F. & A.	Aug. '80	Port., Saco & Portam.....	100	1,600,000	J. & J.	July '80	— (preferred).....	100	1,175,000	F. & A.	Feb. '78	5
Dubuque & Sioux City.....	100	2,508,300	F. & A.	Feb. '81	Profile and Franconia.....	100	100,000	Annual	Nov. '80	Pennsylvania.....	50	4,337,950	—	—	—
East Pennsylvania.....	50	1,309,200	J. & J.	Jan. '81	Providence & Worcester.....	100	2,000,000	J. & J.	Jan. '81	Schuyl. Nav. (common).....	50	1,908,207	annually	A. '79	70
East Mahanoy.....	50	392,950	J. & J.	Jan. '81	Republican Valley.....	100	855,000	quarterly	Feb. '80	— (pref.).....	50	2,848,977	annually	A. '9	140
East Tenn. Va. & Ga.....	100	5,000,000	A. & O.	Apr. '81	Rensselaer & Saratoga.....	100	6,000,000	J. & J.	Jan. '81	Adams Express.....	100	12,000,000	quarterly	Feb. '81	2
Eastern (Mass.).....	100	4,997,000	J. & J.	July '73	Rhode Island & Mass.....	100	175,675	—	Jan. '81	American Express.....	50	18,000,000	J. & J.	Jan. '81	24
Eastern (N. H.)															

RAILROAD EARNINGS—MONTHLY.

[illegible]

COUNTERFEIT NOTE LIST.

1s.		
Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)
2s.		
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" " " "
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.
5s.		
Amsterdam, N. Y.	Manufacturers	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series 1875.
Caston, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants	" " " "
Chicago, Ill.	Traders	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C, Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants	" C, Feb. 14, 1865.
No. Hampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers	" " " "
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65.
10s.		
Osage, Iowa	Osage National Bank	1,751 to 2,200 560,958 to 561,407
Pontiac, Ill.	Nat. Bank of Pontiac	741 to 765 252,111 to 252,135
100s.		
Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.
20s.		
Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York, N. Y.	Tradesmen's	" B.

Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug. 19, 1865.
Utica, N. Y.	Oneida	" " " "
50s.		
Albany, N. Y.	Merchants	Bank No. Treasury No.
Barre, Vermont	Nat. Bk of Barre	759 to 766 45,195 to 45,202
Boston, Mass.	Nat. H. & Leather	911 to 936 932,805 to 932,830
New York City	Third Nat. Bank	11,919 to 11,972 22,900 to 22,953
		9,414 to 9,428 644,416 to 644,430
100s.		
Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.
Jersey City, N. J.		
	First National Bank	Bank No. Treasury No.
		571 to 750 19,609 to 19,688
Lynn, Mass.	National City Bank	121 to 150 65,797 to 66,825

100s.		
Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb. 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. Bk of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.
Jersey City, N. J.		
	First National Bank	Bank No. Treasury No.
		571 to 750 19,609 to 19,688
Lynn, Mass.	National City Bank	121 to 150 65,797 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

† Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s	Portrait of Chase, act July 11, 1862, dated Aug. 1, 1862.	B & D.
2s	Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862.	C & D.
2s	Photograph. Portrait of Jefferson; Series of 1875.	Letter D, No. 8,34
	504. John A. Allison, Register. A. N. Wyman, Treas.	
5s	Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862.	A.
5s	Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863.	A.
5s	Statue of Liberty, act March 3, 1863, dated March 10, 1863.	A & D.
5s	Portrait of Jackson, act March 3, 1863.	Series of 1875. C & D.
5s	Photograph. Series of 1875, Number B 8058120.	
5s	Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.	
10s	Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862.	B & D.
10s	Portrait of Lincoln, act March 3, 1863, dated March 10, 1863.	D.
10s	Portrait of Webster. Series of 1875.	Letter C.
20s	Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862.	A, B, C.
20s	Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63.	A.
20s	Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78.	C. (Executed with pen and ink.)
50s	Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862.	C.
50s	Portrait of Hamilton, act March 3, '63, dated Mar. 10, '63.	A, B, C, D.
50s	Portrait of Clay, act March 3, 1863. Series 1869.	B.
50s	Compound Interest Note, act June 30, 1864, dated July 15, 1864.	C.
100s	Compound Interest Note, act June 30, 1864, dated May 15, 1865.	B.
100s	Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862.	B & C.
500s	Portrait of J. Q. Adams, act March 3, 1863, dated series 1869.	B & C.
1000s	Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62.	B.
1000s	Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863.	Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s	National Bank of the Republic, Boston, Mass.
	Charter number 379; Check letters E, F, G, H.
5s	Manufacturers' National Bank, Amsterdam, N. Y.
	Charter number 2239; Check letters E, F, G, H.
5s	Lycoming National Bank, Williamsport, Pa.
	Charter number 2227; Check letters E, F, G, H.
10s	First National Bank, Hoboken, N. J.
20s	Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s	Merchants' National Bank, New Bedford, Mass.
	Charter number 799; Check letters B, C, D, E.

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s	In centre is portrait of George Washington.
2s	Portrait of Thomas Jefferson.
5s	Portrait of Andrew Jackson.*
10s	Portrait of Daniel Webster.*
20s	Portrait of Alex. Hamilton.
50s	Portrait of Benjamin Franklin.
100s	Portrait of Abraham Lincoln.
500s	Vignette representing Victory divested of her Armor.
1000s	Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

The Sloss Furnace Company, for the manufacture of pig iron, at Birmingham, Ala., was organized on the 5th inst. with a capital of \$800,000, and every dollar subscribed and paid in on call.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
New York, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

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CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

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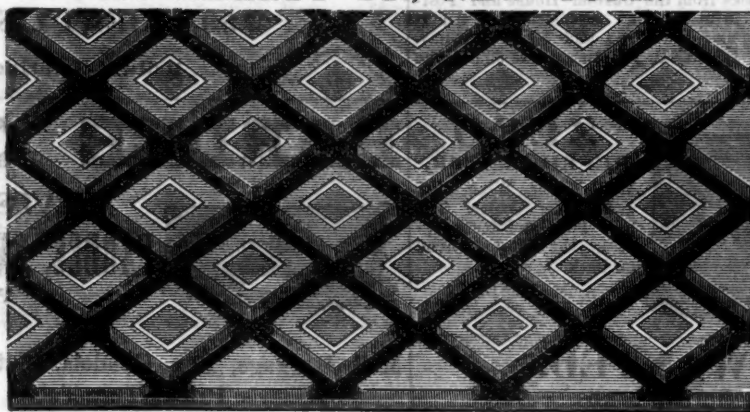
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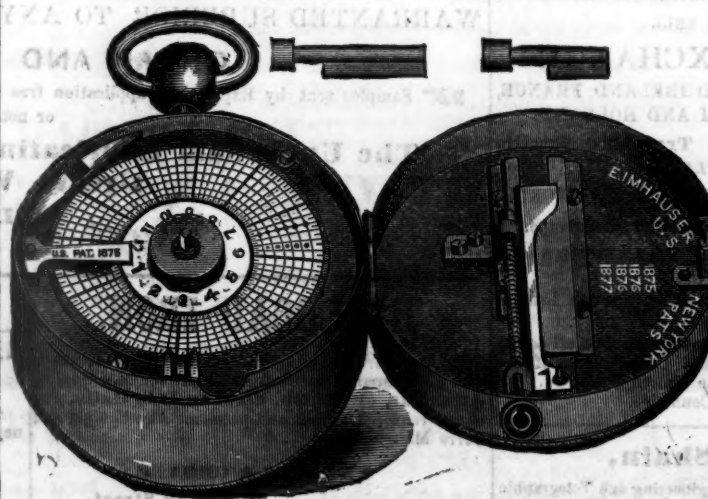
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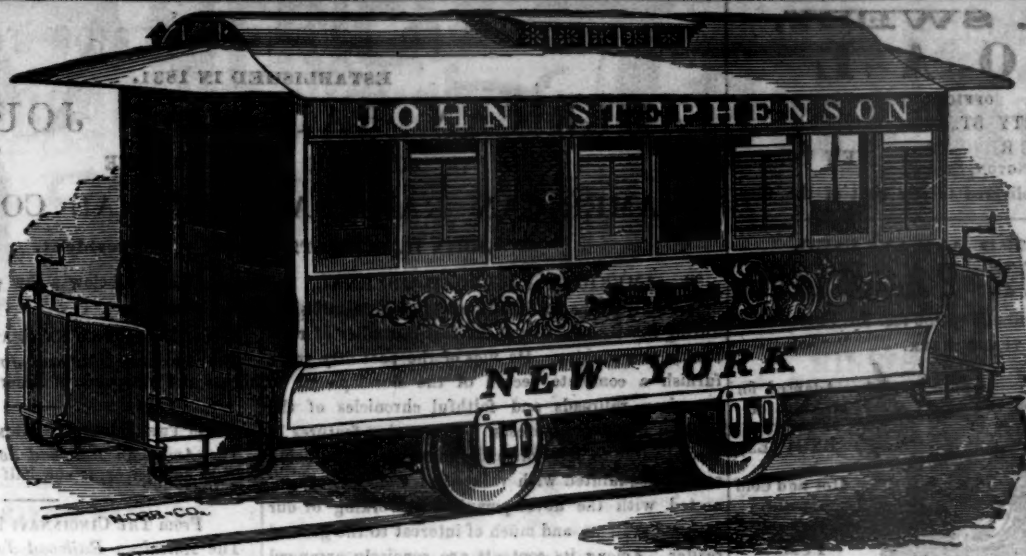
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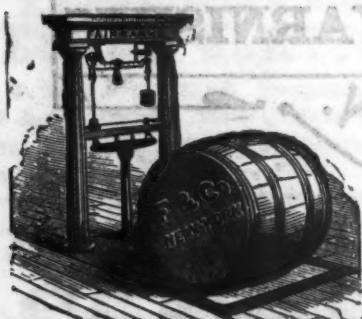
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